

The Autocar
OCTOBER 16, 1953

LONDON SHOW GUIDE

1/-

The Autocar

FOUNDED 1895

LARGEST CIRCULATION

NEW 2-DOOR
AUSTIN A30 SEVEN
STAND 158
EARLS COURT



AUSTIN
-that's my car!



BORG & BECK

REGD. TRADE MARK



Experience

Borg and Beck experience of clutch design and manufacture extends over twenty years, and their products are fitted to the overwhelming proportion of Britain's cars. In hydraulic braking, steering, suspension and oil filtration, too, the companies associated in the Lockheed Organisation possess an unexampled store of experience which promises still greater

MOTOR SHOW - STAND 368

supremacy in the future.

THE BORG & BECK CLUTCH

LOOK TO LOCKHEED and associated companies FOR LEADERSHIP

REGD. TRADE MARK

AUTOMOTIVE PRODUCTS COMPANY LTD · LEAMINGTON SPA
C.J.L.

This is the great new Tecalemit factory that produces Tecalemit equipment and accessories that mean trouble-free lubrication and filtration, inexpensive maintenance and longer life for your car.



* **At the Motor Show**

SEE TECALEMIT EQUIPMENT
ON STANDS 516 AND 411



Now!! you can have the
new *
ten-point



Next time your tyres need replacement, exchange your sound casings for the new-tread Regent Remoulds, now available immediately through your local garage.

*
Regent **TEN-POINT** remoulding embraces all the salient features of modern tyre construction:—

- 1 Extra tread depth for bigger mileage
- 2 Modern flat tread contour for better road holding
- 3 Knife tread pattern for stronger road grip
- 4 Statically balanced for smoother running
- 5 Quality new materials for longer life
- 6 Remoulded only on sound casings
- 7 Craftsmen built throughout
- 8 Remoulded right to the rims — from bead to bead
- 9 Immediate exchange for every sound casing accepted
- 10 Performance and appearance —

next best to new tyres

THE REGENT TYRE & RUBBER COMPANY LIMITED

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LEEDS—12/14, REGENT STREET . . . LEEDS 32471 NEWCASTLE-ON-TYNE—MILLERS ROAD . . . NEWCASTLE 59048
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"We all cruise with ease"



1. Austin-Healey 100 5. Standard Vanguard
2. Bristol 2-Litre 6. Triumph 2-Litre Sports
3. Ford Consul and Zephyr 7. Triumph 'Renown'
4. Jensen 'Interceptor' 8. Vauxhall Velox and Wyvern

In addition to the above the Laycock-de Normanville Overdrive is available on : Austin A70, Austin A90, and Austin Sheerline. Concessionaires for Austin Conversions are :—Jensen Motors Ltd., West Bromwich, and G. E. Vauxhall Conversions : G. E. Neville & Sons Ltd., Mincott, Mexia, to whom enquiries should be made.

Notable successes in the international sporting world during 1953, with cars fitted with the Laycock-de Normanville Overdrive were :—LE MANS, Nash-Healey 11th in general classification. Austin-Healeys 1st and 3rd in the up to three litre class.

A FISHERMAN 'ALPINE' ACHIEVED 119.42 mph. OVER A FLYING MILE ON THE JASBEKE HIGHWAY AT OSTEND.

A TRIUMPH 2-LITRE SPORTS ACHIEVED 124.05 mph. OVER A FLYING MILE.

with the

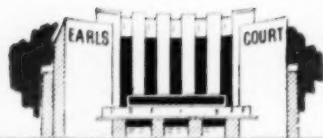
Laycock-de Normanville Overdrive

Manufactured by

LAYCOCK ENGINEERING LTD - MILLHOUSES - SHEFFIELD - 8



under exclusive license from AUTO TRANSMISSIONS LTD



38th INTERNATIONAL MOTOR EXHIBITION
EARLS COURT OCT. 21-31

WELLWORTHY
*cordially invites you to inspect
their wide range of
products on view at*



PISTONS

For all types of car and motor-boat engines in special high-duty alloys and a variety of surface finishes including anodizing.

PISTON RINGS

All types including DUAFLLEX — the most advanced oil control ring yet devised. Also 'GOLD LINE' Duaflex specially designed for use in chrome-plated bores.

CYLINDER LINERS

For all types of engines hardened and tempered in special Wellworthy materials to give longer life.

AL-FIN BONDING PROCESS

An exclusive Wellworthy process that molecularly bonds aluminium and its alloys to steel, iron and other metals. It facilitates the production of units combining the strength and hardness of ferrous metals with the light weight, high heat conductivity and other characteristics of aluminium. Examples of its application to Pistons, Brakedrums and Cylinder Barrels will be shown.

WELLSEAL JOINTING COMPOUND

Wellseal is an exclusive Wellworthy product that never sets completely hard and will not flake or intermingle with lubricants. Joints made with it can be broken and remade without affecting the joint.

Examples of Wellworthy GUDGEON PINS, VALVE SEAT INSERTS, CIRCLIPS and LIGHT ALLOY DIE CASTINGS will also be on view.



Don't just stick it.....
stick it!



**ALL British Car Manufacturers
use 'BOSTIK' for one or more
of these operations:**

- Sticking draught excluders to doors, boot lids, and sliding roofs.
- Lining floors of boots and tool boxes.
- Sticking running board rubbers to metals.
- Sticking stone guards to rear wings.
- Sticking anti-chafing strips under bonnet covers.
- Sticking floor carpets.
- Sticking anti-drum felt.
- Bulkhead sealing.
- Sealing piping between rear wing and body.
- Drip Mould Sealing.

The 'BOSTIK' System of Adhesion includes 'Bostik' Adhesives, 'Prestik' Sealing Strip and 'Bostik' Sealing Compounds developed to meet the motor industry's never-ending demand for faster, cheaper, and more efficient production methods.



SEALING STRIP

* The word "Bostik" is a registered trade mark of the
B.B. CHEMICAL CO. LTD., Ulverscroft Road, Leicester

From Strength to Strength



PRECISION FORGINGS

Garringtons

for all-out speeds — with perfect safety

GARRINGTONS LTD • DARLASTON & BROMSGROVE

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OCTOBER 16, 1953

The Autocar

9 great wins this season for the DAVID BROWN ASTON MARTINS!



Outright wins:

R.A.C. ULSTER TOURIST TROPHY, 1st, 2nd, 5th, 6th
BRITISH EMPIRE TROPHY I.O.M., SILVERSTONE (R.A.C. meeting)
GOODWOOD INTERNATIONAL 9-HR. RACE, CHARTERHALL (twice)
First British car—**Mille Miglia, Florida 12 hr. Grand Prix**
First 3-litre class **Silverstone** (B.R.D.C. meeting)

David Brown's victorious Aston Martin DB3S racing equipe ended the season by a remarkable series of five successive outright wins. Previously they had won outright twice at Charterhall and gained a 3-litre class win at Silverstone (B.R.D.C.). They were the first British cars in the Mille Miglia and Florida 12-hour Grand Prix.

The DB2/4. Sister car to the racing DB3Ss is this new scintillating luxury Sports Car, the Aston Martin DB2/4. With all the speed, flexibility, road-holding and incomparable allure of the DB2 plus two occasional rear seats, large flat-floored luggage accommodation and six other improvements.

See the DB3S at the Motor Show, Stand 123.

THE DAVID BROWN CORPORATION (SALES) LIMITED



ASTON MARTIN DIVISION · HANWORTH PARK · FELTHAM · MIDDLESEX · LONDON SHOWROOMS: 103 NEW BOND STREET · W.1

The

NEW

dashboard-controlled

The Wonderful

NEW

Imperial

LOOSE SEAT COVERS

Guard your seats against the shabbiness caused by constant use. Fit a set of the *new* Imperial Seat Covers. Setting a new high standard in elegance and value Imperial Covers are the result of vast experience and are made in our modern factory by the most up-to-date methods. Choose from 28 delightful patterns and 5 enduring materials.

Template Tailored - for Immaculate Fit!

AND THE
BRILLIANTLY
SUCCESSFUL

Imperial
CAR
POLISH

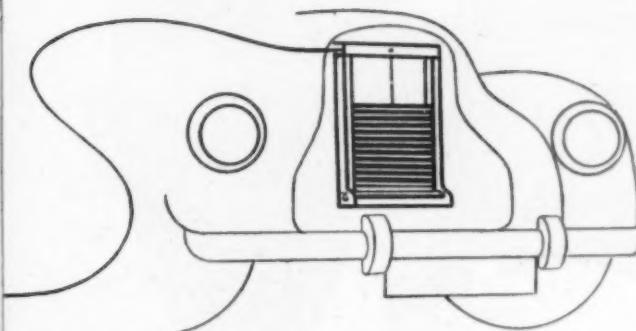


Providing a protective film Imperial gives your car a super deep sheen that lasts far longer. No wax or silicon. Rain runs straight off, leaving no spots or streaks! Simple to use it goes further too. CAR WASHING TIP. Add two tablespoons of the Polish to a bucket of water when car washing. Sponge off in sections and leather in usual way. When dry rub over with soft cloth and you will be amazed at the brilliant result!

20 Ounce Tin 5· 10 Ounce Tin 3·6

Imperial RADIATOR BLIND

-a necessity on every car!



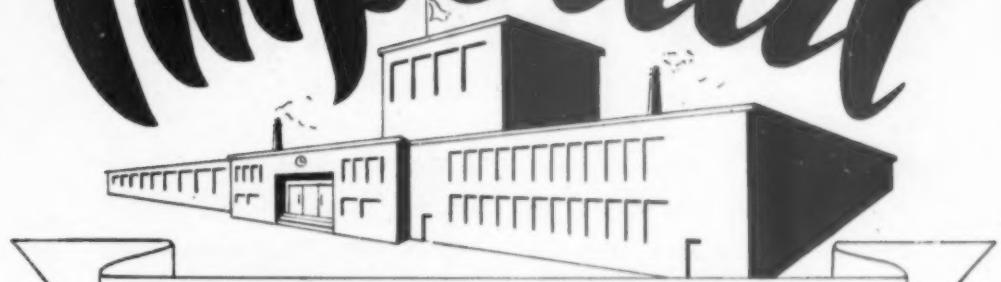
The result of searching analysis of performance data, the new Imperial Radiator Blind is a brilliant advance in engine temperature control. It fits flush on the radiator block, concealed behind the cowl. The neat dashboard control gives simple, positive action, permitting adjustment as you drive. Engine temperature can thus be maintained at the most suitable level for peak efficiency.

SIMPLE TO FIT-ASK YOUR GARAGE!

- ★ Correct engine temperature in any weather ★ Adjustable as you drive
- ★ Quicker warm-up ★ Smoother running ★ Reduces wear ★ Saves petrol

SEE

Imperial



PRODUCTS

ON

STAND No 270

- or ask at your Garage !

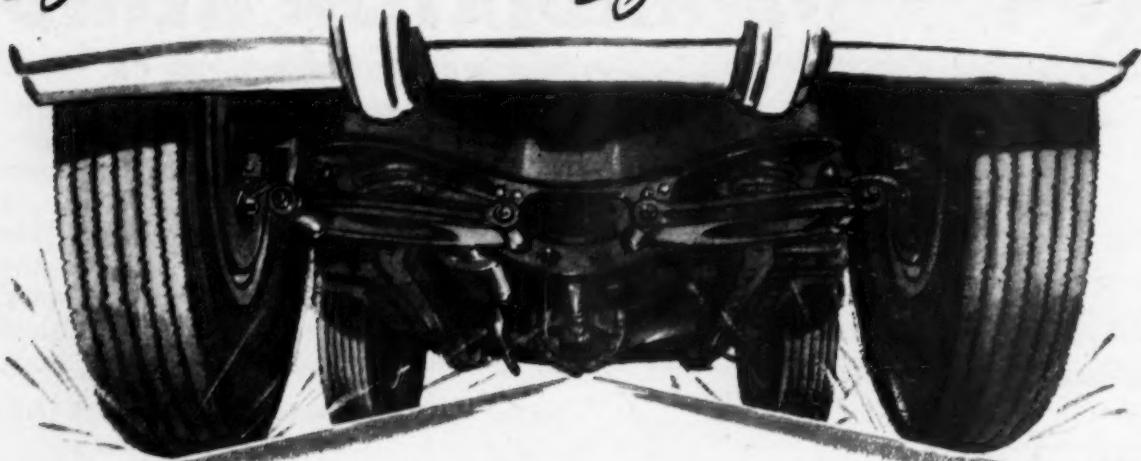
Give your car that Imperial look !

All Imperial Products are manufactured by

BROADFIELDS GARAGE & ENGINEERING CO LTD, Standard House, Cockfosters, Herts. Tel: Barnet 7301/2/3

Whitby 266

Lightest ON YOUR CAR... *Lightest* ON YOUR POCKET



*It's the **BEST**
underbody protection
AND COSTS LESS*

You can't afford to ignore Rubbaseal. A single application adds years to the life of vital car components. By far the most effective underbody protection made, Rubbaseal, with its superior bonding power, combats rust and corrosion—

sealing all vulnerable parts against weather. It's the underbody protection with *more rubber*. It adds the least possible weight to your car—and it's equally light on your pocket. Yes—it's the underbody protection that costs you less to use.

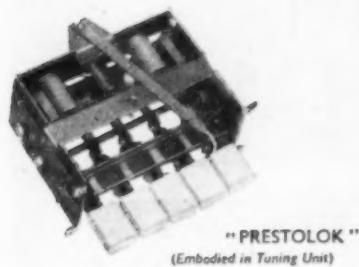
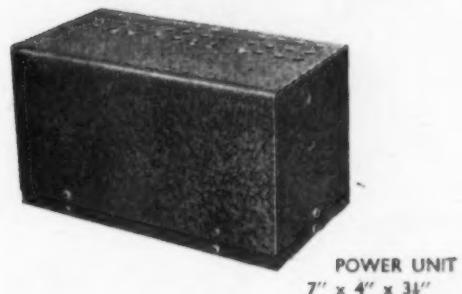
RUBBASEAL

*The **BEST** Underbody Protection*



MANUFACTURED BY DUNLOP SPECIAL PRODUCTS LIMITED, FORT DUNLOP, BIRMINGHAM 24

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"PRESTOLOK"
(Embodyed in Tuning Unit)

"Demonstrably" the leader in motor radio.

"Prestolok" alone makes it a first choice. You can reset the 5 buttons instantly. Just tune—pull—press to lock—that's all. No tools used.

NEW styled appearance and so quickly and easily fitted to all cars.

Perfect performance in bad areas. Full studio volume and tonal realism where MOST sets fade out.

The set of tomorrow

Yours today !

See its many technical advances at EARLS COURT.

STAND **390** NUMBER

The
new
Motorola
MOTOR RADIO

WORLD RADIO LIMITED

(Registered User of Trade Mark "Motorola" and Sole Manufacturers for Great Britain under license from Motorola Inc., Chicago, U.S.A.)

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DIESEL ENGINES

FOR LONDON TYPE AUSTIN AND OXFORD TAXI-CABS AND HIRE CARS

Economy in Operation—Ease of Installations

Extensive trials suggest that conversion to Diesel power may be the only solution to the present economic dilemma of the taxi operator. Installation is remarkably simple—existing clutch, propeller shaft and transmission are utilised and full drawings and photographs are supplied showing the sequence of operations. P4 (c) and P6 (c) Diesel engines are also available for installation in private motor cars. The ratings are as follows:—

P4 (c) (Taxi-cab Rating) 43 BHP at 3,000 r.p.m.
P4 (c) (Car Rating) 60 BHP at 3,000 r.p.m.
P6 (c) (Car Rating) 90 BHP at 3,000 r.p.m.



ON STAND NO. 301, AVENUE C-D, FIRST FLOOR,
38TH INTERNATIONAL MOTOR EXHIBITION,
EARLS COURT, OCTOBER 21ST-31ST, 1953.

A RANGE OF PERKINS MARINE PROPULSION UNITS, officially approved by the Ministry of Transport in Class 'A' Ship Lifeboats, and which can be supplied to Lloyds Full Classification, will also be on show on Stand No. 27, Ground Floor, Marine Section.

Full details gladly sent on request.



Perkins
HIGH QUALITY

DIESELS . . . FOR VEHICLE, INDUSTRIAL, AGRICULTURAL AND MARINE APPLICATIONS

As supplied for: Austin • Bedford • Commer • Dennis • Dodge • Ford • Trojan • Guy • JMW

Bedlam • Tilling Stevens • Van Doorn and Vulcan Vehicles . . . and over one hundred other Power Applications

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*The car you have been
waiting for is now available
for immediate delivery*

The Internationally famous Volkswagen represents a new conception in motoring. Revolutionary in design with many unusual but practical features, it presents to the British public high performance and endurance combined with amazing economy in consumption and maintenance.

See the Volkswagen on Stand 149 at the Show

VW MOTORS LTD.

SHOWROOMS: BYRON HOUSE, 7-9 ST. JAMES'S STREET, S.W.1. TELEPHONE: WHI. 9501.

SPARE PARTS DEPT: 79/85 DAVIES STREET, W.1. TELEPHONE: MAYFAIR 6718.

ENGINE

1131CC Flat-four, horizontally opposed, air cooled, rear mounted; low revving (3,000 r.p.m.) for long life; cannot freeze or overheat.

SUSPENSION

Independent on all four wheels by torsion bars; and double-acting hydraulic shock absorbers.

ECONOMY

40 miles per gallon. Big car performance with small car economy; 60,000 to 70,000 miles without reboring.

TRANSMISSION

Four forward speeds, one reverse; 2nd, 3rd, 4th with new, silent synchromesh.

BODY

Distortion-proof all-steel body, high-lustre, weatherproof synthetic finish; 4/5 seating capacity, with ample luggage space.

PERFORMANCE

Startling acceleration combined with safe road holding, high cruising speed 60 m.p.h. All models are fitted with six point heating and windscreen de-frosting system.

SERVICE AFTER SALES

An efficient service after sales organisation is available to all Volkswagen owners. Also a complete range of spare parts are available.

STANDARD SALOON

Price £458.0.0 plus £191.19.2 P.T.
Total Cost : £649.19.2.

DE LUXE SALOON

Price £521.0.0 plus £218.4.2 P.T.
Total Cost : £739.4.2.

DE LUXE SALOON with Sun Roof

Price £545.0.0 plus £228.4.2 P.T.
Total Cost : £773.4.2.



For smarter car upholstery see the new
 'Vynide' materials on STAND No. 317, Ave. D., Section C.
 1st floor at the Motor Show

'Vynide' is used for upholstery on all these cars:—

AUSTIN A30 HILLMAN MINX MORRIS MINOR

MORRIS OXFORD STANDARD VANGUARD

VAUXHALL VELOX VAUXHALL WYVERN

'Vynide' is the registered trade mark of the polyvinyl chloride-coated fabric made only by the Leathercloth Division of Imperial Chemical Industries Ltd.

'Vynide'—it's best in the long run



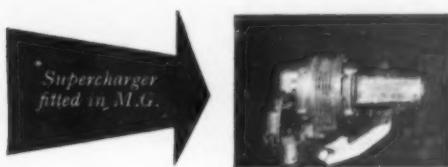
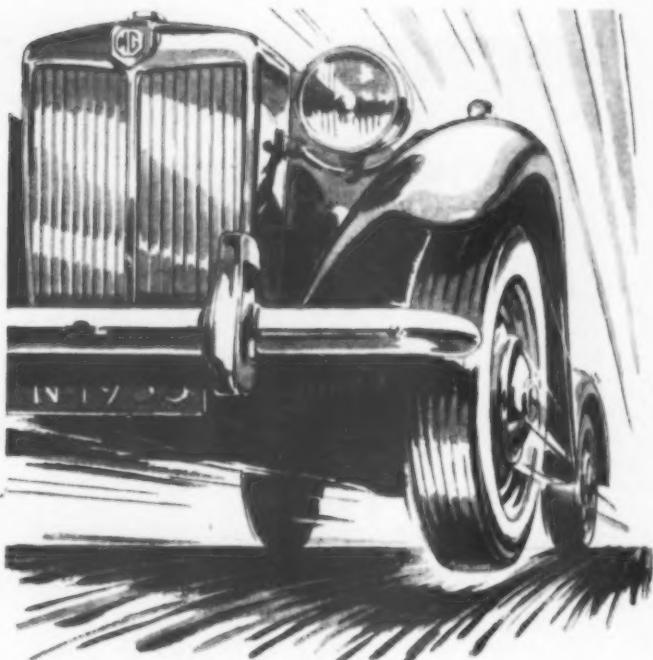
IMPERIAL CHEMICAL INDUSTRIES LTD.,
 LONDON, S.W.1.

**MORE power
FOR YOUR "M.G."
OR "MINOR" !**

Fit a Shorrock Supercharger and enjoy—

Flashing acceleration!
Increased maximum speed!
Improved hill climbing and
flexibility!

Complete installations available for M.G.
'T.B.', 'T.C.', 'T.D.' and 'Y' models, including carburettor and all necessary fittings.



Take '3rd' gear hills in 'top'!

Cruise easily at '60 plus'!

Maintain high average speeds with full load . . . safely, easily!

Complete installations available for Series M.M. and Series II Morris Minor, including carburettor and all necessary fittings.

Order now from address below, stating make and model of car.

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Superchargers

SHORROCK SUPERCHARGERS LTD.,
FLETCHAMSTEAD HIGHWAY, COVENTRY, TEL: 5533

Distributed in the U.S.A. by AUTOCESSORIES LTD.,
DIVISION OF ARNOLT CORPORATION, WARSAW, INDIANA

SOFT, TOUGH, FLEXIBLE RUBBER

which embraces
the road surface

coupled with a
well designed
and functional
tread pattern



*John Bull research
technicians have
evolved a special
rubber which is
soft, more flexible,
yet tougher than
ever.*

means

BETTER GRIP

BETTER GRIP
means

GREATER SAFETY

and—because the consequent lack of 'dither'
and slip reduces surface abrasions—

LONGER MILEAGE



Ask AT YOUR GARAGE for

JOHN BULL

We are exhibiting
at the Motor Show
STAND NO.
215

Has your carburetter lost its sense of proportion?

It's tough on a carburetter!
 It has an exacting job to do from the moment you press the starter until you switch off the ignition. Gradually over many, many miles, wear and tear begin to take their toll and before you may realise it, performance deteriorates and petrol consumption goes up. No engine can give of its best when the carburetter is worn

PETROL IS WASTED AND
 PERFORMANCE GOES
 DOWN WHEN YOUR
 CARBURETTER CANNOT
 MIX THE RIGHT AMOUNTS
 OF AIR AND PETROL IN
 CORRECT PROPORTIONS

SERVICE EXCHANGE PLAN. Most cars on Britain's roads are Zenith equipped. Exchange your worn Zenith now for a new unit of the same type. A big cash allowance is made for the old carburetter which means that *for a few pounds you can restore economy and efficiency to your engine.*

ZENITH

CARBURETTERS

CONVERSION PLAN. If you have another make of carburetter or an early type Zenith fitted to your engine, this plan will give you latest Zenith carburation with *more power from less petrol.*

THE ZENITH CARBURETTER CO. LTD
 HONEYPOD LANE, STANMORE, MIDDX
Please send me details of your Service Exchange/Conversion Plan and name and address of your nearest Service Station.

NAME

ADDRESS

MAKE OF ENGINE H.P. YEAR

**Most Cars on Britain's Roads
 are Zenith Equipped**

K-L GIVES THE K.O. TO MOTORING TROUBLES!

SNAP into top-gear driving efficiency and comfort with these brainwaves
from Britain's leading accessory specialists!

IT'S COSIER IN YOUR CAR —with a MONITOR!

The motorist with a Monitor has warmth "on tap" throughout the year. A touch of a switch, and warm air floods in—just as and when you want it! The windscreens is cleared of all mist and frost... and, with the Ventilor attachment, the car is thoroughly air-conditioned too! No fear of stuffiness! Low current consumption. The new Monitor model has greater heating capacity than ever.



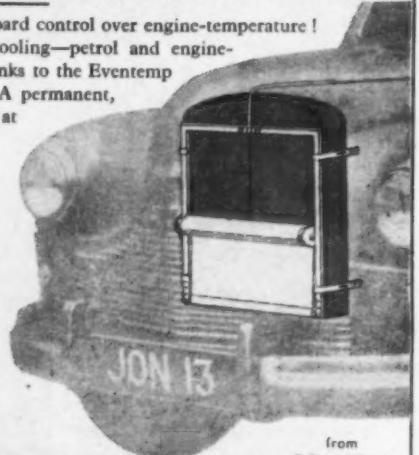
K-L MONITOR CAR HEATER, DE-MISTER & DE-FROSTER £9.19.6

K-L VENTILOR FRESH AIR DUCT £1.15.0

(with 1 ft. of air hose and intake funnel)

KEEP ENGINE TEMPERATURE RIGHT!

Adjustable dashboard control over engine-temperature! No more over-cooling—petrol and engine-wear saved... thanks to the Eventemp Radiator Blind. A permanent, all-season fitting, at base of radiator behind grille.



K-L EVENTEMP RADIATOR ROLLER BLIND £2.15.0

CLEARING ALL KERBS!

You can't misjudge a kerb when you fit K-L KERB-FINDERS. Chromium-plated steel stirrups with slender extensions, they set up warning vibrations whenever a kerb is neared, preventing damage to mudguard and tyre walls. No electrical wiring.



KNOW YOUR ENGINE-TEMPERATURE!

There's less wear and tear, more m.p.g. for the motorist who keeps check on engine-temperature. The K-L Universal (Water-gauge) Thermometer will keep you accurately informed always. Fitting into radiator-hose. Chromium-plated rim. Outer diameter 2½in.



K-L UNIVERSAL THERMOMETER (including all parts and water connection) £2.12.6 Also available with illuminated dial (including bulb) £3.0.0

K-L KERB FINDERS

Per pair 7/6

STAND 404 MOTOR SHOW

BEAT DRAUGHTS AND RAIN!

K-L Kooles are as effective as they are simple. You can fix them to your quarter lights in 30 seconds. These unobtrusive, sturdy plastic fittings deflect incoming air downwards clear of your face, and keep out rain—give perfect air-conditioning!

K-L KOOLEES — per pair 10/-



KEEP SNOW AND FLIES OFF YOUR WINDSCREEN!

Snow, flying particles, and insects never get near your windscreens when there's an Airmaster on the bonnet! This attractive plastic shield with stainless steel brackets sets up a deflecting wall of air which sweeps them all clear. Cannot obstruct vision. Size 9in. x 5in.

K-L AIMMASTER 10/-

Special Quick Release Bracket (clip-on, clip-off type) available with the Airmaster for all cars where the bonnet is opened from either side, (i.e. Ford Anglias, Rileys, M.G.s) 1/- per side.



The accessory specialists

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in Greater London last year

How many were motorists?

Banish windscreen fog sludge
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REMOVES

FOR CLEAR VISION
UNDER *EVERY* ADVERSE CONDITION

"HAVE
Screenwash"

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PRICES from £3·3·0

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MUD

DEAD FLIES AND ALL THAT

SEE OUR EQUIPMENT AT EARLS COURT ON STAND NUMBER 462 AVENUE 'U'



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Touring Caravans, Trailers

For MOTOR SHOW VISITORS

A

SPECIAL ATTRACTION

SEE The BAYLISS representative
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(corner of Warwick Road and Brompton Road)
during the period of the

MOTOR SHOW

Consult

A. J. BAYLISS & SON LTD

Berkeley Distributors

at these times

9 a.m.—1.30 p.m. Oct. 20th
1 p.m.—5.30 p.m. Oct. 21st
5 p.m.—9.30 p.m. Oct. 22nd
9 a.m.—1.30 p.m. Oct. 23rd
1 p.m.—5.30 p.m. Oct. 24th

9 a.m.—1.30 p.m. Oct. 27th
1 p.m.—5.30 p.m. Oct. 28th
5 p.m.—9.30 p.m. Oct. 29th
9 a.m.—1.30 p.m. Oct. 30th
1 p.m.—5.30 p.m. Oct. 31st

A full range of the famous Berkeley Caravans will be on display at this Exhibition. Make a point of asking for the Bayliss Representative who will be pleased to supply full details about any of the models on show.



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CARAVAN distributor
shows NEW 1954
MODELS at
LILLIE BRIDGE
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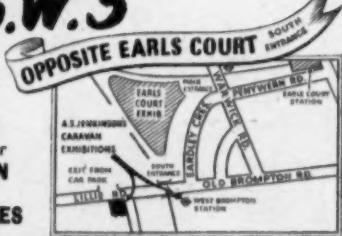
ASK FOR

FREE

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To take you to see our
FULL SELECTION
at our

LONDON BRANCHES

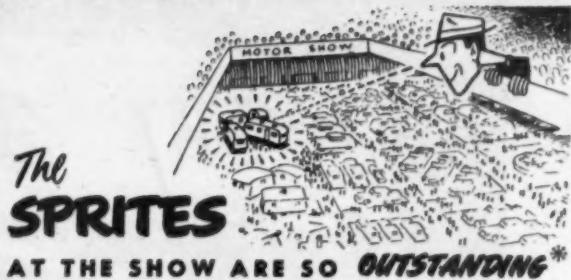


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ALL BRANCHES OPEN 7 DAYS A WEEK



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SPRITES
AT THE SHOW ARE SO OUTSTANDING*

* OUTSTANDING for Construction,
Value, Layout and Long Life.

* OUTSTANDING for Touring Qualities,
Price, and Trouble-free Caravanning.

* OUTSTANDING on STAND 194
MOTOR SHOW — EARLS COURT
October 21st to 31st.

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On National Caravan Council List of
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SITES	PALADIN	WILLERBY
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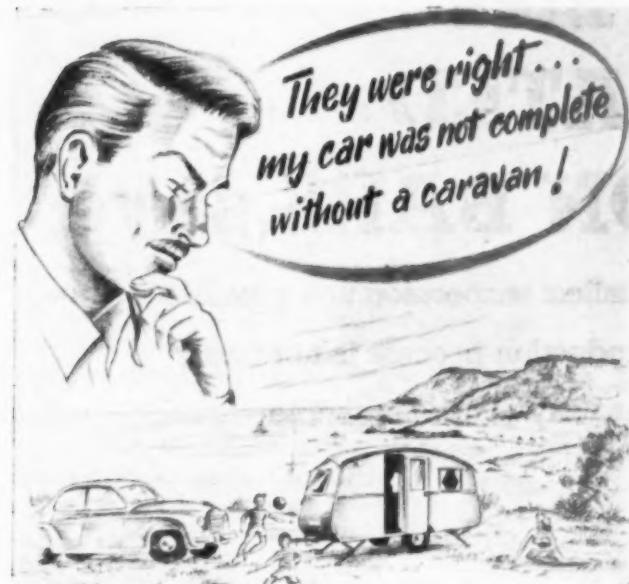
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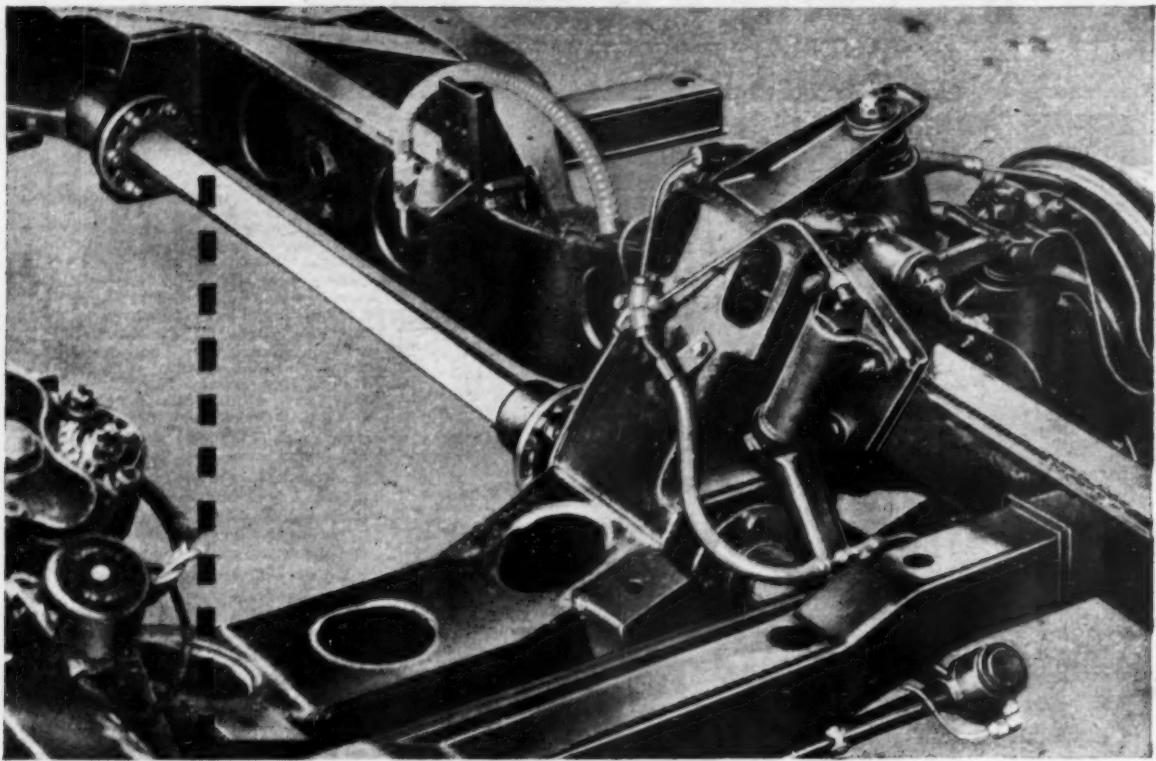
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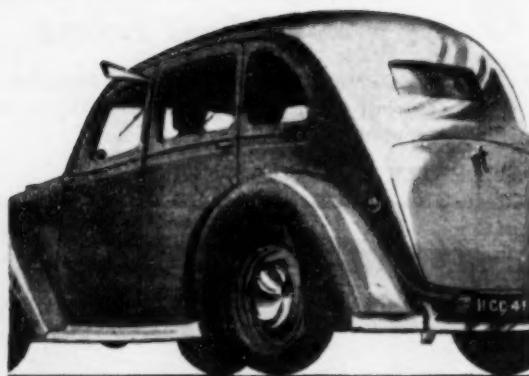
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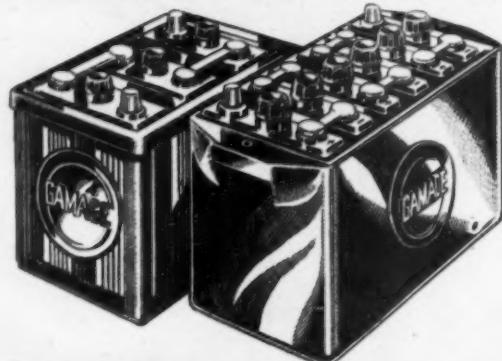


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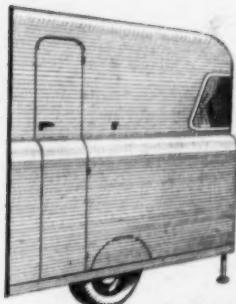
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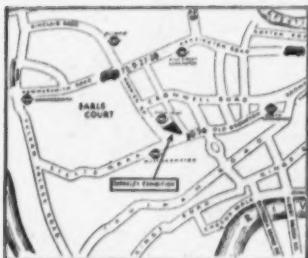
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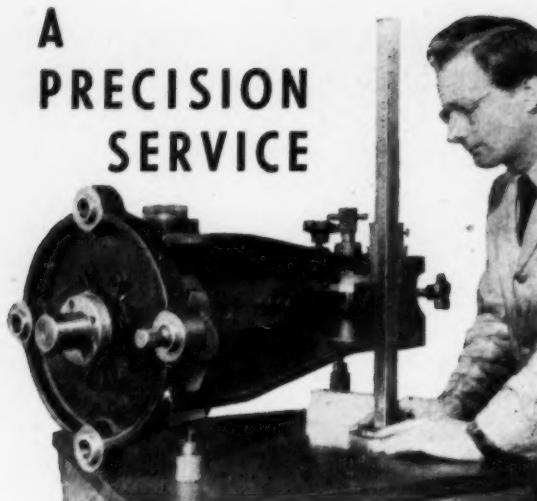
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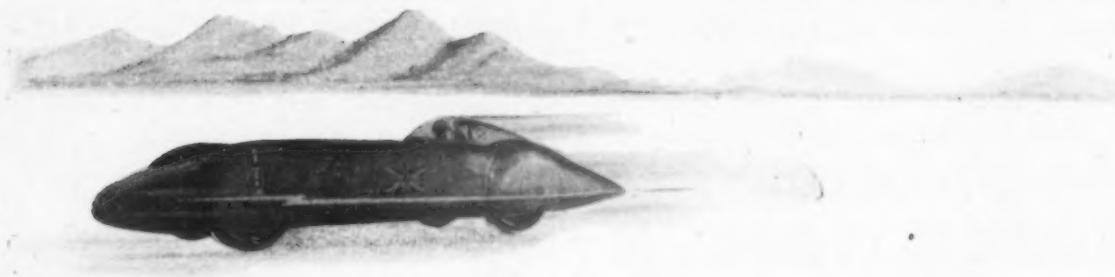


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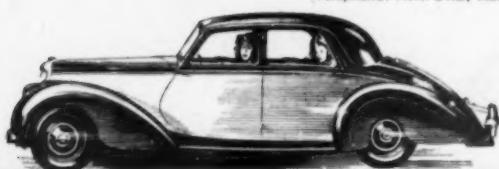
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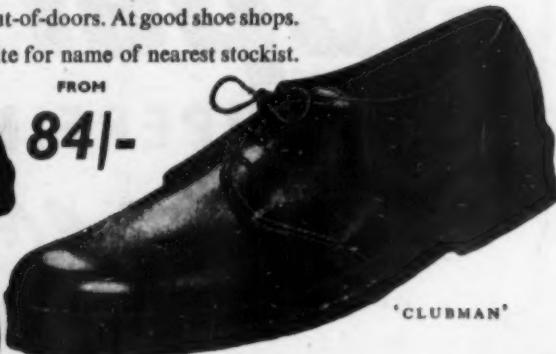


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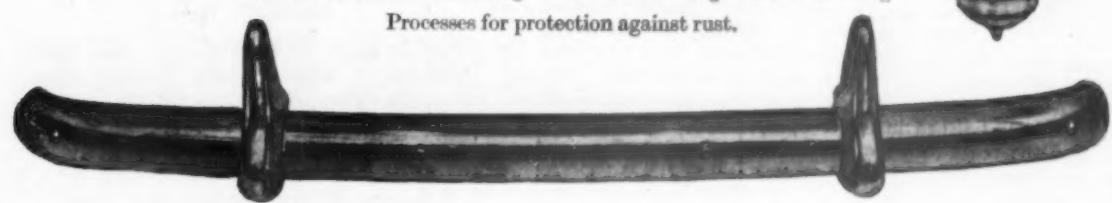


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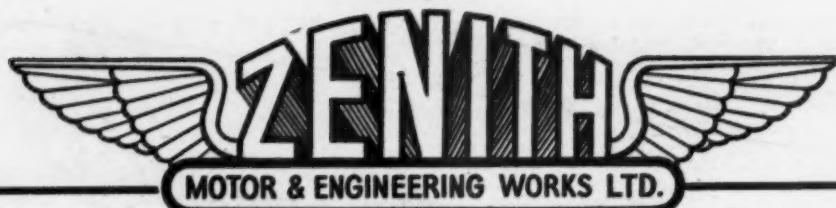
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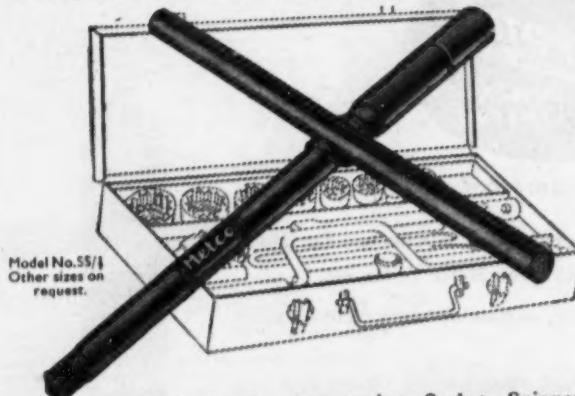
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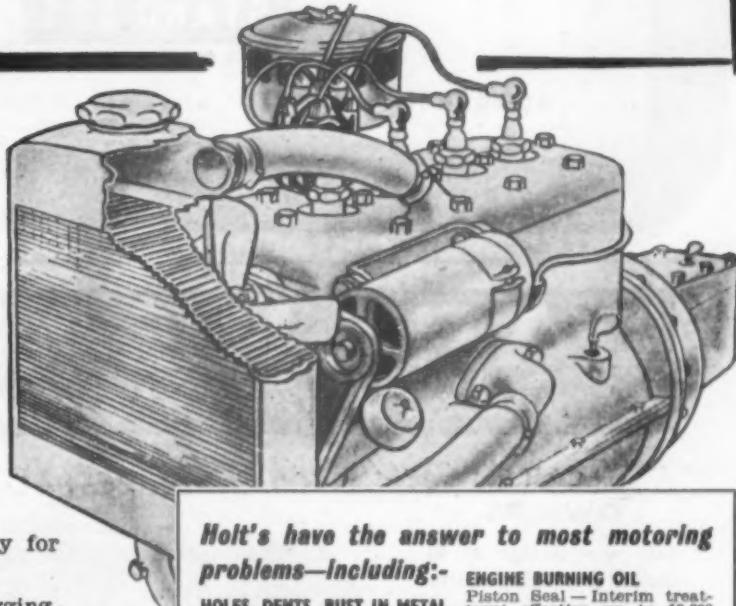
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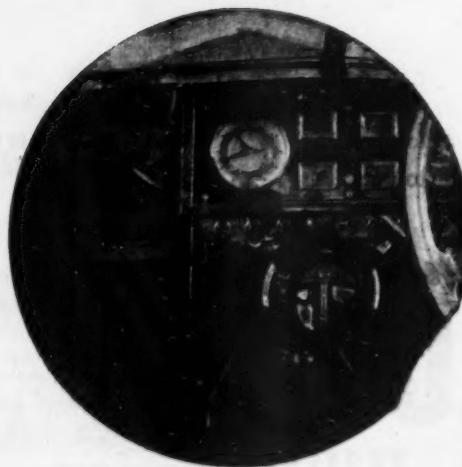
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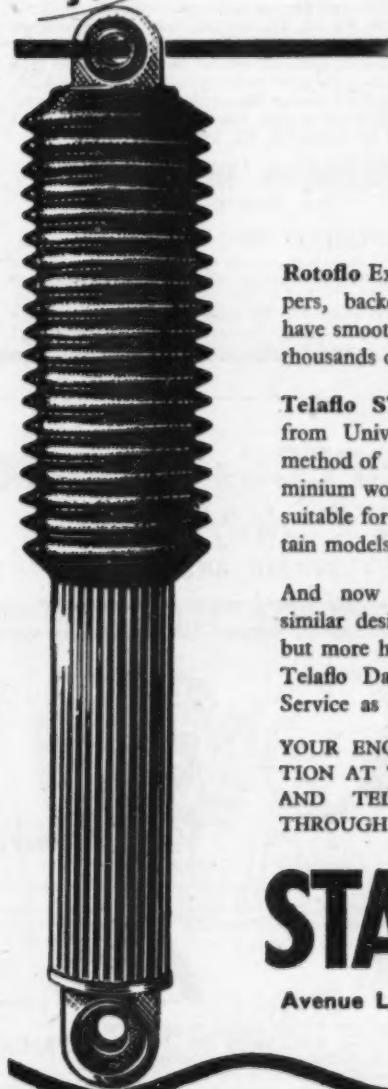
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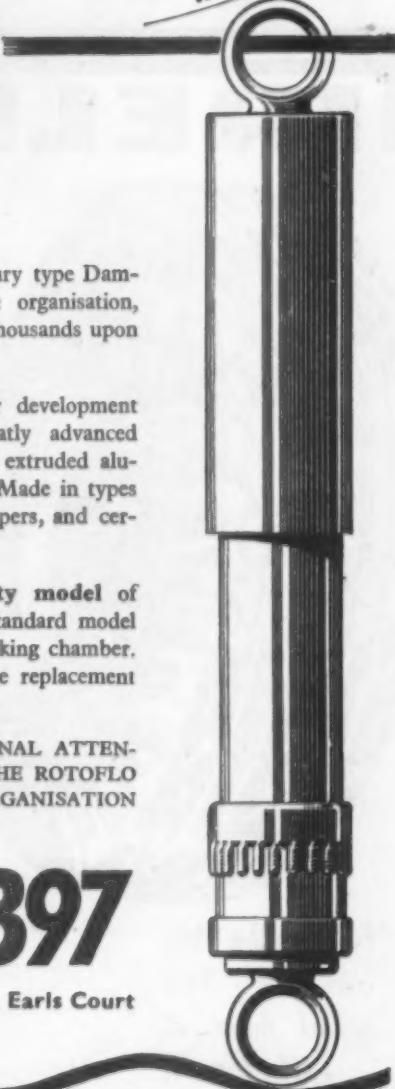
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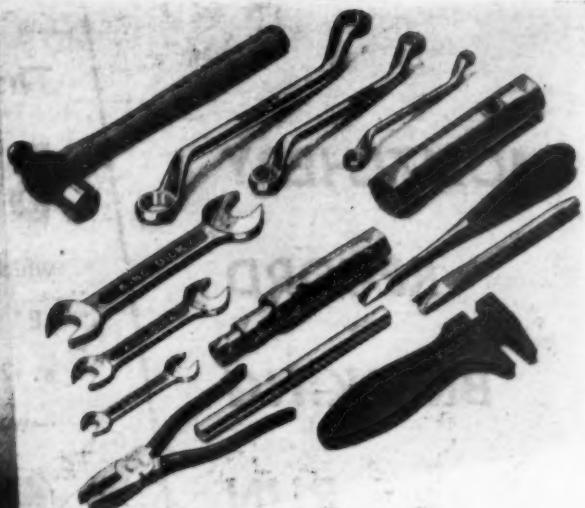


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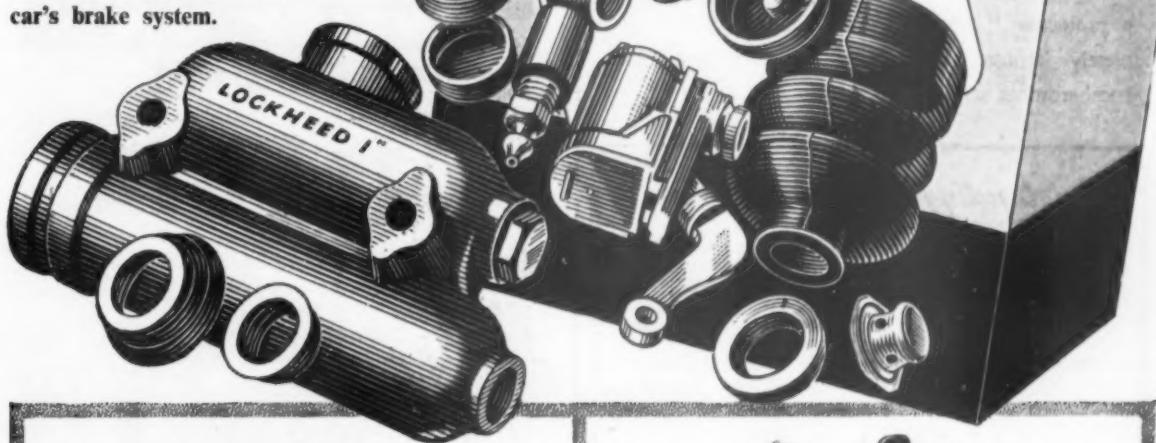
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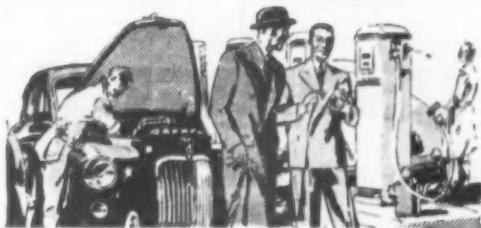
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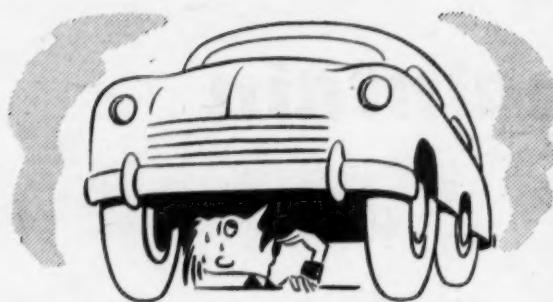
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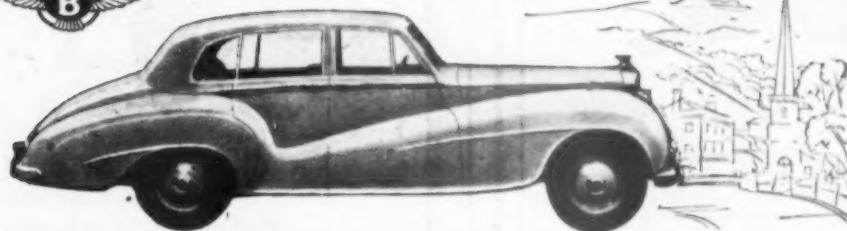
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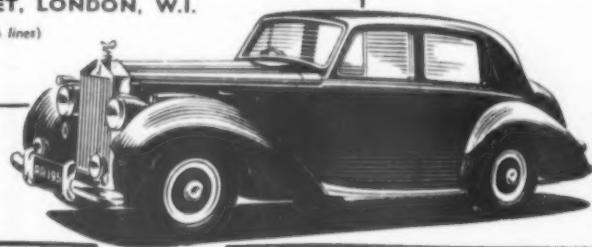
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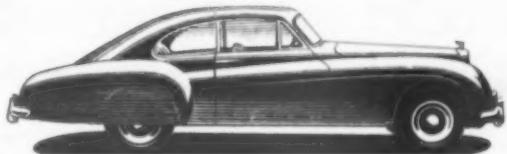
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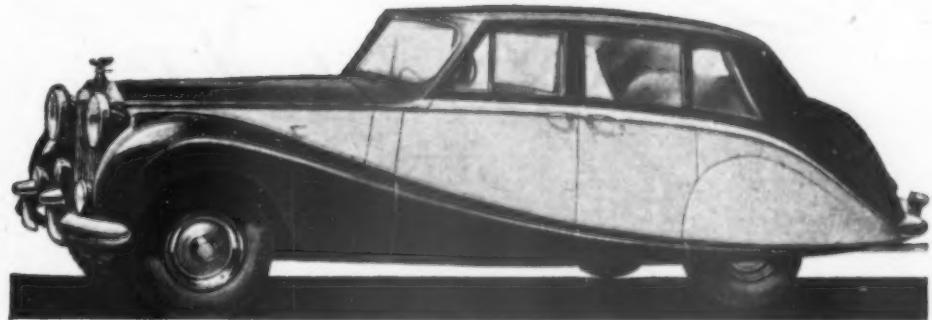
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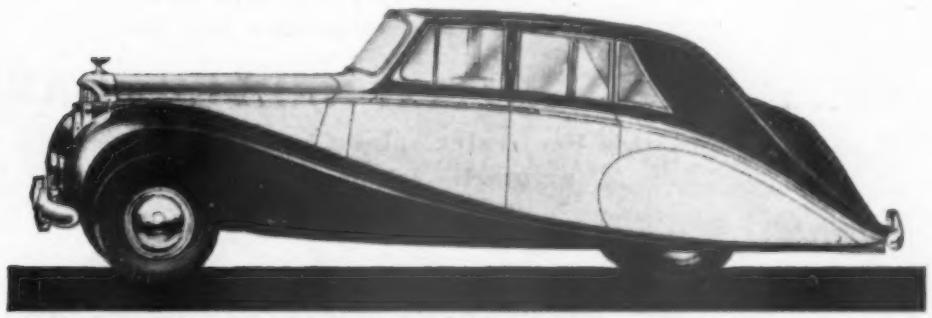


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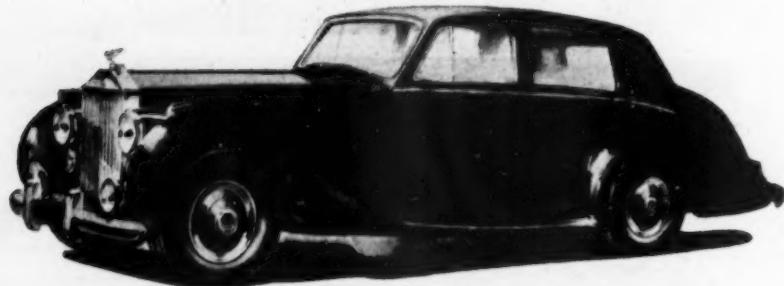
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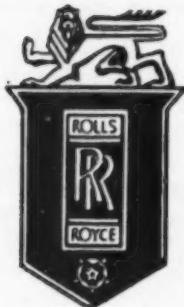
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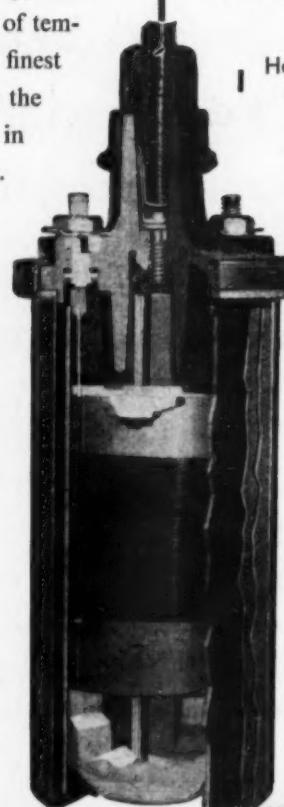
Delco-Remy OIL-FILLED COILS

Technical Topics

INSULATION: The ignition coil is the most highly stressed electrical component on a motor vehicle. In a space smaller than a half-pint glass it converts the 6 or 12 volts of the battery into pulses of electrical energy at up to 30,000 volts, many thousands of times every minute. To contain this energy and make it available with the utmost reliability, under all conditions of usage, such as extremes of temperature and humidity, nothing but the finest insulation available will suffice. This is the specially processed mineral oil used in Delco-Remy Oil-Filled Ignition Coils.

FACTS ABOUT FITTING

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DESIGN AND PERFORMANCE

The design features of the Delco-Remy Oil-Filled Coil represent the greatest single advancement in ignition coil design for 40 years. In the old type of ignition coil, failure analyses showed that these were almost always due to the effect of moisture on the insulation and heat build-up in the coil during operation. These inherent weaknesses have been completely overcome in the design of the Delco-Remy Oil-Filled Coil—a fact which has been proved by its outstandingly successful performance under all operating conditions.

1 Hermetically sealed against moisture—the major cause of ignition failure

2 Oil-filled for permanent insulation and better heat dissipation

3 Balanced windings for maximum performance and longer contact life

4 Improved top gear acceleration and flexibility

5 Reliable engine starting and low-speed performance

6 Smooth and steady tick-over

7 Backed by 40 years' experience of the world's largest ignition manufacturers

8 Guaranteed for 2 years





No. 3020

Friday, October 16, 1953

Vol. XCIX

BACKGROUND TO THE SHOW

THIS year's London Show, thirty-eighth of the series, will be one for the customer, as is emphasized on subsequent pages, and there is no doubt that the increased availability of small cars will lead to a considerable expansion of motoring, particularly in this country. It is good to see, therefore, that the motor industry is acutely aware of the most threatening limitation to its home sales. Proposing a toast to the Lord Mayor and City Corporation at a recent dinner at the Mansion House, London, Mr. W. R. Black, President of the Society of Motor Manufacturers and Traders, said, "We can see creeping paralysis developing in London and our other great cities, and the main trunk roads of the country are totally inadequate. . . . Whenever the subject comes up for serious consideration we are told that we cannot afford to put the work in hand, but if the assertions are correct—and I have not seen them challenged—it is surely not a question of whether we can afford it; we just cannot afford not to do something."

The commercial vehicle journal, *Motor Transport*, has already stated that high operational costs owing to congestion are affecting commercial vehicle sales, and British motorists are well aware that, even if they find the car irresistible, their pleasure in it is at the mercy of the state of the traffic. There can be few who really enjoy the London-Southend or London-Brighton road on a fine Sunday. They will, therefore, welcome the statement of London's Lord Mayor, Sir Rupert de la Bere:

"I will not rest content until something is done to improve the roadways of our great country. My attack is not aimed at only one party. Both parties have been in power for many years and studiously avoided doing anything for the roads. New roads will not do away with accidents, but they will help."

This is the view of one who has a sensitive finger on the pulse of the country's business, and who knows that the stronger the beat the healthier is the patient. The bedside manner of the official doctor makes a pathetic contrast. Foreshadowing future legislation, the Minister of Transport appealed to all road users to accept new restrictions which it would entail. In the meantime the perfunctory shedding of official crocodile tears continues at the lack of resources with which to build roads, despite the flat denial of the official contention in well-informed quarters. It has been shown that new roads would earn a dividend in money saved, and it has been asserted that contractors would welcome Government orders.

What, then, lies behind the Government's attitude? Two reasons for inaction suggest themselves. First, new roads do not attract the mass vote. Secondly, there exists almost pathological fear of a recession from across the Atlantic. As road building in times of slump is a classic pump-primer, the Government may be saving its programme for an evil day, especially as it then has the air of a grand gesture, with corresponding vote-catching appeal. In the meantime, the noose of congestion threatens to strangle Britain's greatest export industry.

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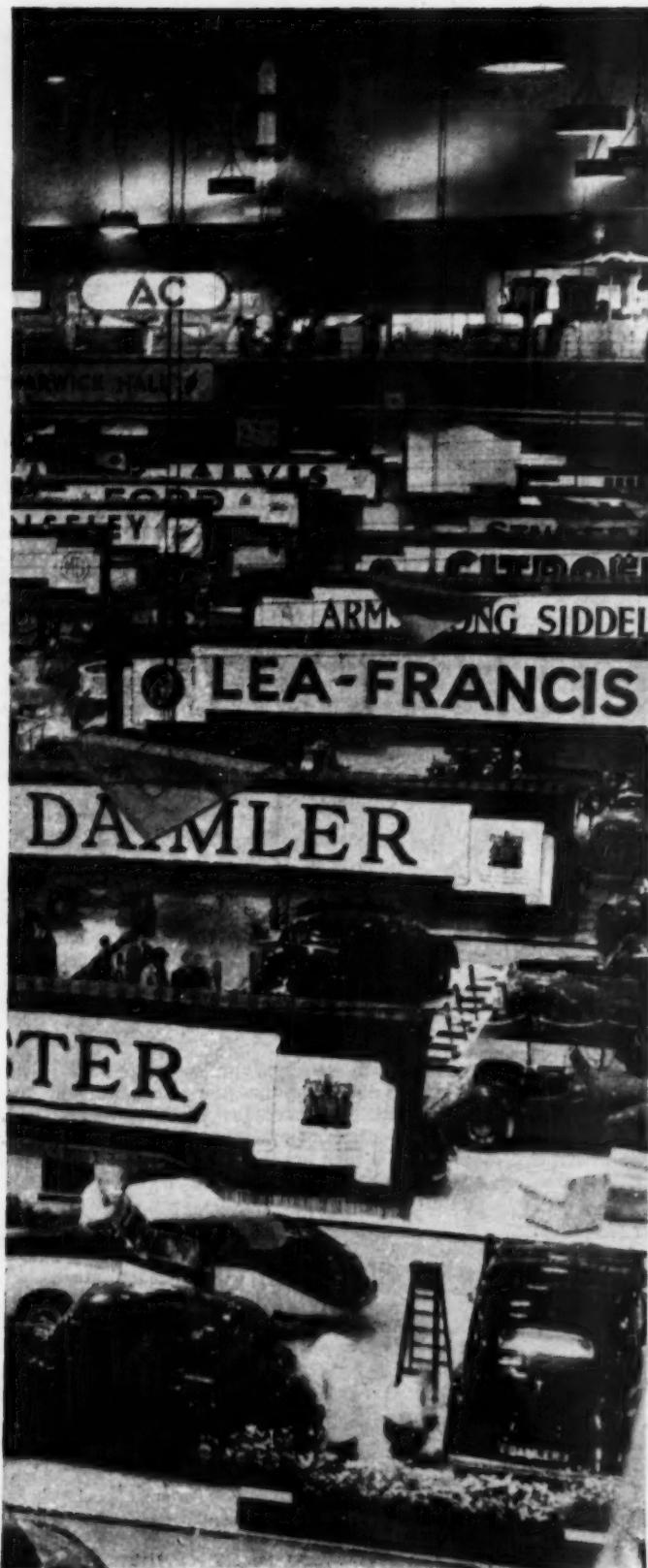
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A SHOW for Buyers

EARLS COURT THIS
YEAR A COMPLETE
CATALOGUE FOR THE
MOTORIST

"IT is true that many cars are still under covenant . . ." The sentence has a ring of the quite distant past about it but it is, in fact, quoted from last year's Show Guide issue of *The Autocar*. The public memory is short, and motorists may need the reminder that only last year there were still purchasing restrictions and seemingly endless delivery delays. They were the days of the sellers' market, in fact, and this year's London Show is the first of the buyers' market shows. Within reasonable limits (delivery delays for the very popular models are not solely a post-war phenomenon) almost anything on the British stands at the London Show this year will be readily obtainable. That fact will make 1953 a memorable year for many Show visitors.

As can always be expected when goods become more difficult to sell, the seller begins to show a great deal of enterprise and his wares begin to appear in new and attractive styles. He tends, also, to probe into sections of the market that he has been tempted to neglect during the honeymoon of clamour for anything that he cared to offer. The result this year is very evident indeed; not only have most of the big manufacturers reached out for a neglected section of the public, but they have also chosen the biggest

numerical market of all—that for small cars, in which the Morris Minor had tended to "queen it" for some years after its early post-war introduction. The Morris now has plenty of rivals—the Austin A.30 Seven, the smallest Ford, the Standard Eight and the basically French, British assembled rear-engined Renault; indeed, the original French 375 c.c. Citroën has also entered the British lists. It will be a small car show in terms of maximum public interest, because there are many people in post-war Britain who can afford the prices charged for these small cars, and as a result the visitors who will throng the stands on which they are displayed will be potential buyers as opposed to interested spectators.

Specifications

The technical interest in the small cars is considerable, and the newcomers, Standard, Citroën (at a British show) and Ford will attract the student. The Standard is a unit body-chassis design, with two Y-shaped subframe members carrying the engine and front suspension. The engine is an overhead-valve four-cylinder with a long stroke of 76 mm as opposed to the 58 mm bore. Its compression ratio is 7.25 to 1, and it drives through a four-speed synchromesh gear box. The fold-away rear seat should be noted, for this is an ingenious method of turning the car into a two-seater with enormous luggage capacity. Even with four up there is room for a fair amount of luggage in the locker behind the rear seat.

France's little Citroën bristles with originality. Basically, it is a platform with leading and trailing suspension arms, all four wheels being independently sprung. The engine is a flat-twin of 375 c.c. designed and built to run for long periods with the minimum of attention. It is comparatively unstressed at the maximum speed of the car, about 40 m.p.h., and maximum torque is developed at 1,800 r.p.m. The body could not, by conventional standards, be called elegant, but its practicability is evident (it is, for instance, a cabriolet) and the panels were designed for easy and cheap pressing. The logical French have taken this vehicle to their hearts, and one or two French accessory manufacturers have introduced plated bumpers and strips which, strategically placed, enhance the appearance beyond measure. Such additions are always a sign of affection.

What the Customer Wants

The new Ford Anglia strikes something of a new note in this price field, having been deliberately designed to provide a stylish look, considerable performance with economy, and comfort. In introducing this car and the new Prefect, Sir Patrick Hennessy, the Ford deputy chairman and managing director, said that market research had shown an overwhelming preference for small car luxury as opposed to small car austerity. The Anglia, with such attributes, at last yields pride of place as Britain's cheapest car, this position now being held by the Standard Eight. But how long Fords will permit this situation to apply is a matter for lively speculation as the eve of the Show approaches. The Anglia is another unit body-chassis model, with a new four-cylinder side-valve engine and independent front suspension employing the combined king-pin, damper and coil spring member that characterizes the Consul and Zephyr models.

This is going to be a new model Show, as readers will have gathered from the descriptions of new cars that have already appeared in *The Autocar*. The in-between price ranges (a wide range, from the Standard Eight to the Bentley Continental!) are studded with new offerings from British manufacturers. One or two must remain veiled until the first click of the turnstiles at Earls Court breaks the embargo; some of the most interesting—from the Nuffield Organization—are described in full elsewhere in this issue. There is a new 1½-litre Magnette, and motorists will be delighted to see that famous M.G. name appear again, while the well-loved sports two-seater advances to the initials TF with a more rakish look that will make observers wonder whether the Midget has grown into a Mosquito.

Riley will provide the other half of the Nuffield sensation,

the 2½-litre version having been extensively redesigned although the 1½-litre has retained its traditional appearance. Riley's high-performance, overhead valve engines, which have hemispherical combustion chambers, always attract the attention of students, and more engines for study will be found on the Rover stand, where the new 60 and 90 models will be seen. Here will be found three examples of the F-head design now favoured by Rover engineers, incorporating overhead inlet valves and side exhaust. The 60 is a four-cylinder version and the 90 a six, as is the continued 75. Whether the Rover gear lever can be called a straw in the wind is a Show query, for it reverts to the central position, although the linkage is arranged so that three passengers can still be taken on the front bench seat. This is the first sign of a move back to the old gear lever position. The Riley Pathfinder is also notable in this respect, its gear lever being on the right.

Ford's Prefect—in a dozen different ways subtly more luxurious than the Anglia—is another new model. This could be cited as a first-class example of value for money,



Armstrong Siddeley Sapphire : High-performance, quality built, and with optional electric gear selection (Stand 167).

appealing to the buyer who has something to spare, but not a great deal. Excellent value for money in other ways, in spite of high first cost, are other new models, such as the Aston Martin DB2-4 and the Lanchester Dauphin. The Aston Martin has added to the practicability of this very high-performance model by the provision of a rear seat which can fold flat when not in use, to enable a very large amount of luggage to be carried. The Bristol is another very high-performance car of a type which it is good to see coming from several manufacturers in Britain. There is no doubt that speed sells cars in the world's markets, and a very real fear exists that the restrictive outlook on motoring in Britain may eventually deaden the car manufacturers' keenness to out-perform such countries as Italy and Germany. Cars like Aston Martin, Bentley, Jaguar and Bristol, Austin-Healey, Sunbeam Alpine, Triumph Sports, Frazer-Nash and so forth go to show that manufacturing enterprise refuses to be wet-blanketed.

The Sunbeam Alpine will be seen for the first time at the Show; introduced last March, it speedily made a name for itself by exceeding 120 m.p.h. on the Jabbeke road in Belgium, driven by the well-known woman competition driver, Miss Sheila van Damm. A greater understanding of aerodynamic principles as applied to cars (which do not behave like bodies in free air) has been achieved since the war and high-performance manufacturers now steal m.p.h. from the atmosphere by cunning application of the aerodynamic formulae. The term "streamlined" has passed from the advertising agent's vocabulary to that of the technician, and visitors to the Show will no doubt get much pleasure from studying and comparing the body shapes that have resulted on the very fast cars.

Bodies, in fact, will be significant this year, for the pendulum has finally swung over to unit body-chassis construction, sometimes known as integral construction or, less correctly (for it is a precise term), *monocoque*. In this the separate chassis, which used to be characterized by its

A SHOW for BUYERS

continued

massive side members, usually with a drilled cruciform between them, has completely disappeared, and what has been substituted tends to be amorphous in that it is impossible to tell where "chassis" ends and body begins. It is also widely variable between make and make. That need not occasion owners any worry, for it has been proved that unit body-chassis construction has great strength and rigidity, but it enables them to appreciate the influence that this type of construction is having on the number of cars available. The separate pressings from which such cars are built up are considerable in number and demand dies and press capacity of a very large order. Not every manufacturer can install such facilities and as a result the tendency continues for a model to be standardized and to be modified in only minor respects for a number of years. Moreover, there is a parallel tendency for the number of such models to become less.

Exceptions

Outside this type of construction are two systems—the individually built chassis structure of welded tubes, much used for high-performance cars, and finally the traditional chassis, which remains almost essential as a mounting for the finest coachbuilt bodies. Each suits its purpose admirably, and Show visitors will find a great deal of interest in the study of chassis types and what goes with them in the way of coachwork and performance.

Revolution is under way, also, in transmissions. After years of domination by the friction clutch in alliance with a four-speed synchromesh gear box, challenges are coming from several directions. Across the Atlantic a string of fancy names—Hydra-Matic, Ultramatic, Merc-O-Matic, Powerglide, Dynaflow and suchlike—all describe automatic transmissions based on a fluid coupling allied with an epicyclic gear box. In the technical sense they are intimidating in the extreme, and not many Show visitors who examine cutaway examples on the stands (Packard's Ultramatic will be there, for one) are likely to be much the wiser. In brief, however, they eliminate the conventional gear box and clutch and thus provide two-pedal control.

Such transmissions, for various reasons, demand plenty of engine power, and their use in this country remains confined to one or two makes where output is ample. A compromise exists in the form of a semi-automatic overdrive, of which the Laycock-de Normanville is the best-known example. At the touch of a switch (Austin-Healey Hun-

dred), or slight movement of the gear lever in an unusual plane (Triumph Renown) this overdrive comes in and reduces the engine revolutions for economical cruising.

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The American Type

The American cars, long shut out of this country by the dollar shortage, have become so strange to the eye that Show visitors tend to gaze helplessly at them wondering what it is all about. Such terms as "Miracle H-power," "Rocket Jetfire" and so forth do not help. In fact, however, they have settled into a considerably common mould of appearance and specification, and may be examined as such. European influence is notable in styling, the Americans having in several cases gone to Italy for inspiration; interiors demonstrate the all-conquering advance of plastic fabrics; ease of control is provided by automatic transmissions, and under the bonnet is a huge engine enabling the car to do everything with the greatest of ease. True air conditioning, available at extra cost on some models, ensures the complete comfort of the occupants in all weathers.

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The greatest diversity is evident from the Continent, although one tendency will be evident in all examples from across the Channel where, generally speaking, road networks permit long journeys at high speeds. This is to provide

Austin-Healey Hundred : 2.6-litre Austin engine, aerodynamic styling, a set of remarkable figures achieved in Belgium and the U.S.A. (Stand 113).



easy, very economical high-speed cruising by all means possible—high gears, easily revving engines, aerodynamic body shapes and good power-weight ratios. Within this framework there will be much variety evident. Note, for instance, that Fiat produce not only the 1900 typical of the above specification, but also a 1400 diesel saloon, which shoots off at a heavy oil tangent in search of economy. Germany, too (whose products will be seen at Earls Court for the first time since the war) has diesel cars, one from Mercedes-Benz and the other from Borgward. Borgward boast Europe's only fully automatic transmission of the hydraulic torque converter type, and that with an engine of less than 2½ litres.

From Italy will be seen the Lancia Appia, notable for a very narrow-angled V-four engine. The Aurelia is a V-six. From France come the most original small cars of today—Renault (rear engine, all independently sprung), Panhard (flat-twin, air-cooled, light alloy construction), and Citroen, already touched upon. The new Panhard Dyna 54 is outstanding. The big front-wheel-drive Citroens retain originality after twenty years of success. From Spain the Pegaso will bring a new laurel wreath, for at the time of writing it can boast the title of fastest production car in

the world, having achieved over 150 m.p.h. on the Belgian Jabbeke road; this was the 2.8-litre supercharged version. The car has been seen at Earls Court before, but its notable engine—a V-eight of around 2½ litres employing four overhead camshafts—will attract connoisseurs, as will the interesting de Dion rear axle adaptation. As Spain's only car the Pegaso has a romantic aura, not lessened by knowledge of its careful hand construction under the hot Iberian sun in the big factory located in the Calle Sagrera at Barcelona. Señor Wilfredo Ricart, who heads the company, is an enthusiast, and he builds motor coaches as if they were G.P. racing cars. Hard philosophy governs his car policy, however. Spain is a poor country with a very small wealthy class. Its cars must be for connoisseurs, therefore.

What will be seen in sections of the Show elsewhere than the car stands is described on later pages. On the immediately following pages stand-to-stand exhibit details will be found. The catalogue will be complete for the buyer's study at Earls Court this year, and he may be assured that any "enquiries" will be treated with the greatest respect by the occupiers of the stand. The world is a buyers' market once more, which should always be a stimulating thought for supplier as well as consumer.

ON SHOW IN THE CAR SECTION

A.C.

135

One of the Show surprises will be the new two-seater sports car on this stand with the old and famous name of A.C. Ace (described more fully later in this issue). This will be accompanied by a chassis as well. Two examples of the 2-litre saloon will be seen, one a two-door version and the other with four doors. A.C. cars remain faithful to non-independent front suspension, having half-elliptic springs and a beam axle. The engine is a six-cylinder on well-tried principles and the body styling remains successful although introduced quite soon after the war. These cars are much liked by admirers of British classic style.

Alfa Romeo

122

The romantic sounding Alfa Romeo cars from Italy will exercise their usual magnetism at the London Show this year. There will be versions of the normal 1900 saloon and even smarter coupé designs by the famous Italian coachbuilder Pinin Farina. These cars have the look (and the performance) that only a long racing tradition succeeds in imparting.

Allard

129

Specialist sports cars from this London manufacturer have made a worldwide reputation. Three typical examples will be on show: the six-cylinder Palm Beach sports three-seater with the Ford Zephyr engine, the V-eight Monte Carlo saloon, a powerful car of a little over 3½-litre capacity, and the K3 touring three-seater which also has a V-eight engine, in this model developing 95 b.h.p. at 3,800 r.p.m. The Palm Beach model is also available with the Ford Consul engine.

Alvis

131

The "stranger in these parts" is the new 21-100 TC model, a detailed description of which appears elsewhere in this issue. This will be accompanied by

various versions of the now well-established 3-litre model, each showing a variation in body style. Alvis engineering is greatly respected, and the car is a good example of first-class automobile engineering and body building. The engine is a six-cylinder overhead-valve unit with a bore and stroke of 84 x 90mm and a maximum output of 93 b.h.p. at 4,000 r.p.m.; the compression ratio is 7.1 to 1. The transmission is conventional, using a four-speed synchromesh gear box. The independent springing at the front is by coil springs.

Armstrong Siddeley 167

Three Sapphires will bejewel the Armstrong Siddeley stand. One will be a grey four-door saloon with normal synchromesh transmission, the second a dark blue six-door saloon which has the electrically controlled pre-selector gear box unique to this company and the third a similar saloon in an attractive two-tone colour scheme—Corinthian green top and beige upholstery. This car is built to U.S. export specifications and has left-hand drive, winking indicators and white-wall tyres.

Aston Martin

123

This is always a stand for connoisseurs, where the products of the David Brown organization may be admired in detail. The Aston Martin ranks amongst the leaders of British high-performance automobile engineering and the Show will provide an excellent opportunity to admire its workmanship. Various models will be on view, including DB2-4 sports saloons and a DB3S competition car.

Austin

158

One new model will be seen on the Austin stand—a two-door version of the A.30 Seven with a basic price of £335. Another one for the small car bargain counter! Additionally, the complete range

will be represented on the stand, and it is, of course, really complete coming from the Longbridge giant. There will be a four-door A.30 Seven, two Somerset A.40s (saloon and drop-head coupé), an A.70 Hereford saloon, an A.125 Sheerline and an A.135 Princess. Moreover, this range of touring cars will be set off by the racy Austin-Healey Hundred, which is powered by an Austin engine.

Austin, with the Nuffield Organization, make up the British Motor Corporation, Britain's biggest car manufacturing group by far. On a solid reputation for good service and reliability of many years, the company has of late built up an additional reputation for performance within very reasonable price ranges. The presiding genius is Mr. L. P. Lord, under whom the company has made tremendous strides.

The two-door A.30 has other modifications besides the different arrangement of doors. The facia has been redesigned to permit a parcel shelf to run the whole width of the car, a sales point that invariably makes an appeal to would-be owners. The four-door model shares this improvement.

Bentley

171

Automatic transmission is now available as an alternative to the synchromesh gear box on all Bentley models except the superb Continental; the extra charge is £70 basic, plus £29 3s 4d purchase tax. By the Bentley system, a measure of manual control is retained so that drivers may suit their technique to road and traffic conditions.

On the stand there will be a sports saloon with coachwork by the manufacturers, a two-door drop-head coupé by Park Ward and Co., Ltd., and a four-door sports saloon by James Young of Bromley, Kent. These three models will have the automatic transmission fitted. One Continental sports saloon will be on view, the coachwork of this car being the product of H. J. Mulliner.

This magnificent car has a scintillating performance, achieving well over 100 m.p.h. with the ease that is characteristic

A SHOW for BUYERS

continued

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Austin-Healey Hundred : 2.6-litre Austin engine, aerodynamic styling, a set of remarkable figures achieved in Belgium and the U.S.A. (Stand 113).



easy, very economical high-speed cruising by all means possible—high gears, easily revving engines, aerodynamic body shapes and good power-weight ratios. Within this framework there will be much variety evident. Note, for instance, that Fiat produce not only the 1900 typical of the above specification, but also a 1400 diesel saloon, which shoots off at a heavy oil tangent in search of economy. Germany, too (whose products will be seen at Earls Court for the first time since the war) has diesel cars, one from Mercedes-Benz and the other from Borgward. Borgward boast Europe's only fully automatic transmission of the hydraulic torque converter type, and that with an engine of less than 2½ litres.

From Italy will be seen the Lancia Appia, notable for a very narrow-angled V-four engine. The Aurelia is a V-six. From France come the most original small cars of today—Renault (rear engine, all independently sprung), Panhard (flat-twin, air-cooled, light alloy construction), and Citroën, already touched upon. The new Panhard Dyna 54 is outstanding. The big front-wheel-drive Citroëns retain originality after twenty years of success. From Spain the Pegaso will bring a new laurel wreath, for at the time of writing it can boast the title of fastest production car in

the world, having achieved over 150 m.p.h. on the Belgian Jabbeke road; this was the 2.8-litre supercharged version. The car has been seen at Earls Court before, but its notable engine—a V-eight of around 2½ litres employing four overhead camshafts—will attract connoisseurs, as will the interesting de Dion rear axle adaptation. As Spain's only car the Pegaso has a romantic aura, not lessened by knowledge of its careful hand construction under the hot Iberian sun in the big factory located in the Calle Sagrera at Barcelona. Señor Wilfredo Ricart, who heads the company, is an enthusiast, and he builds motor coaches as if they were G.P. racing cars. Hard philosophy governs his car policy, however. Spain is a poor country with a very small wealthy class. Its cars must be for connoisseurs, therefore.

What will be seen in sections of the Show elsewhere than the car stands is described on later pages. On the immediately following pages stand-to-stand exhibit details will be found. The catalogue will be complete for the buyer's study at Earls Court this year, and he may be assured that any "enquiries" will be treated with the greatest respect by the occupiers of the stand. The world is a buyers' market once more, which should always be a stimulating thought for supplier as well as consumer.

ON SHOW IN THE CAR SECTION

A.C.

135

One of the Show surprises will be the new two-seater sports car on this stand with the old and famous name of A.C. Ace (described more fully later in this issue). This will be accompanied by a chassis as well. Two examples of the 2-litre saloon will be seen, one a two-door version and the other with four doors. A.C. cars remain faithful to non-independent front suspension, having half-elliptic springs and a beam axle. The engine is a six-cylinder on well-tried principles and the body styling remains successful although introduced quite soon after the war. These cars are much liked by admirers of British classic style.

Alfa Romeo

122

The romantic sounding Alfa Romeo cars from Italy will exercise their usual magnetism at the London Show this year. There will be versions of the normal 1900 saloon and even smarter coupé designs by the famous Italian coachbuilder Pinin Farina. These cars have the look (and the performance) that only a long racing tradition succeeds in imparting.

Allard

129

Specialist sports cars from this London manufacturer have made a worldwide reputation. Three typical examples will be on show: the six-cylinder Palm Beach sports three-seater with the Ford Zephyr engine, the V-eight Monte Carlo saloon, a powerful car of a little over 3½-litre capacity, and the K3 touring three-seater which also has a V-eight engine, in this model developing 95 b.h.p. at 3,800 r.p.m.

The Palm Beach model is also available with the Ford Consul engine.

Alvis

131

The "stranger in these parts" is the new 21-100 TC model, a detailed description of which appears elsewhere in this issue. This will be accompanied by

various versions of the now well-established 3-litre model, each showing a variation in body style. Alvis engineering is greatly respected, and the car is a good example of first-class automobile engineering and body building. The engine is a six-cylinder overhead-valve unit with a bore and stroke of 84 x 90mm and a maximum output of 93 b.h.p. at 4,000 r.p.m.; the compression ratio is 7.1 to 1. The transmission is conventional, using a four-speed synchromesh gear box. The independent springing at the front is by coil springs.

Armstrong Siddeley 167

Three Sapphires will bejewel the Armstrong Siddeley stand. One will be a grey four-window saloon with normal synchromesh transmission, the second a dark blue six-window saloon which has the electrically controlled pre-selector gear box unique to this company and the third a similar saloon in an attractive two-tone colour scheme—Corinthian green toppling a fawn base, with beige upholstery. This car is built to U.S. export specifications and has left-hand drive, winking indicators and white-wall tyres.

Aston Martin

123

This is always a stand for connoisseurs, where the products of the David Brown organization may be admired in detail. The Aston Martin ranks amongst the leaders of British high-performance automobile engineering and the Show will provide an excellent opportunity to admire its workmanship. Various models will be on view, including DB2-4 sports saloons and a DB3S competition car.

Austin

138

One new model will be seen on the Austin stand—a two-door version of the A.30 Seven with a basic price of £335. Another one for the small car bargain counter! Additionally, the complete range

will be represented on the stand, and it is, of course, really complete coming from the Longbridge giant. There will be a four-door A.30 Seven, two Somerset A.40s (saloon and drop-head coupé), an A.70 Hereford saloon, an A.125 Sheerline and an A.135 Princess. Moreover, this range of touring cars will be set off by the racy Austin-Healey Hundred, which is powered by an Austin engine.

Austin, with the Nuffield Organization, make up the British Motor Corporation, Britain's biggest car manufacturing group by far. On a solid reputation for good service and reliability of many years, the company has of late built up an additional reputation for performance within very reasonable price ranges. The presiding genius is Mr. L. P. Lord, under whom the company has made tremendous strides.

The two-door A.30 has other modifications besides the different arrangement of doors. The facia has been redesigned to permit a parcel shelf to run the whole width of the car, a sales point that invariably makes an appeal to would-be owners. The four-door model shares this improvement.

Bentley

171

Automatic transmission is now available as an alternative to the synchromesh gear box on all Bentley models except the superb Continental; the extra charge is £70 basic, plus £29 3s 4d purchase tax. By the Bentley system, a measure of manual control is retained so that drivers may suit their technique to road and traffic conditions.

On the stand there will be a sports saloon with coachwork by the manufacturers, a two-window drop-head coupé by Park Ward and Co., Ltd., and a four-door sports saloon by James Young of Bromley, Kent. These three models will have the automatic transmission fitted. One Continental sports saloon will be on view, the coachwork of this car being the product of H. J. Mulliner.

This magnificent car has a scintillating performance, achieving well over 100 m.p.h. with the ease that is characteristic

**ON SHOW
IN THE
COURT
continued**

Ford Anglia : A famous model in a new guise, 1,172 c.c. engine, independent front suspension (Stand 137). This is the interior.



of the make. All Bentleys are powered by a six-cylinder engine of 4½ litres with overhead inlet and side exhaust valves, and the immense power of the car is matched by the servo-assisted braking.

B.M.W.

119

Two very interesting exhibits from Germany will be a chassis and saloon of the 2-litre B.M.W. Type 501. This car has torsion-bar suspension, independent all round, and many features which help to achieve the designers' aim of long-distance high-speed motoring in comfort for six people. Considerable care has been taken to provide a true aerodynamic shape and it is claimed that at the very high cruising speed of 75 m.p.h., petrol consumption is only 28 m.p.g. A six-cylinder engine with a compression ratio of 6.8 to 1 develops 65 b.h.p. at 4,400 r.p.m.

Borgward

128

Now that there is a trade agreement for the interchange of a quota of cars between Germany and Britain, German makes reappear at the London Show. There will be three Borgward models on exhibition. The smallest will be the 1500, a petrol-engined version with a conventional transmission; the second the 1800D, which is unconventional in that it has a diesel engine of 1,758 c.c., developing its maximum power at 3,400 r.p.m., and the third the 2400 model, which reverts to a petrol engine but which has an hydraulic transmission, one of the few offered as standard this side of the Atlantic.

Bristol

160

Bristol type numbers have now risen to 404, which signifies the latest addition to the range, a short-wheelbase coupé with a very exciting performance and looks which suggest it. This will no doubt be the main attraction on the stand, but there will also be two Type 403 saloons representing the first-class engineering and craftsmanship of the Car Division of this celebrated aircraft company.

Visitors may wonder if the tail fin-like extensions of the rear wings of the 404 are meant solely to increase its speedy look, but this is not so. Aerodynamic

experiments have proved that a considerable vertical area is necessary at the rear of a very fast car to maintain the stability, which is governed by the position of the centre of pressure. It is desirable that this centre of pressure is kept as close to the centre of gravity as possible and the rear stabilizers exert an enormous influence in this direction.

Buick

130

The post-war absence of American cars in Britain, coupled with the large number of body styles offered in each range, have resulted in some confusion in the motorist's mind as to what exactly America is offering. No doubt the exhibits at the London Show will help to clarify matters. On the Buick stand there will be two cars, the Super four-door saloon and the Roadmaster convertible coupé. Both are powered by Buick's new overhead valve V-eight engine of over 5 litres, but whereas for the saloon the manufacturers are content with 164 b.h.p. at 4,000 r.p.m. this figure is stepped up in the convertible to 180 b.h.p. at the same engine revolution figure by means of a quadruple carburettor. Both cars will have Dynaflow hydraulic transmission and the convertible power-assisted steering. A sign of the times in America is the standardization of a 12-volt electrical system on the convertible, it having been generally accepted in Detroit that in view of the modern demands made upon the car battery a 12-volt system is an improvement on the 6-volt system.

Cadillac

130

Two Cadillac models will share Stand 130 with the Buicks, both makes being the products of General Motors in America. Both are handled in this country by Lendrum and Hartman, Ltd. Both the Show cars will be four-door saloons powered by the overhead valve V-eight engine of the enormous size in British eyes of 5,420 c.c. The first car, the Fleetwood 60 Special, will have Hydra-Matic transmission and power-assisted steering as well as hydraulic operation of such items as seat adjustment and windows. The second saloon, the Series 6219, is similar except for slightly reduced overall dimensions on a shorter wheelbase and the mechanical operation of windows and front seats.

Cadillacs occupy a special place in the American motoring scene, having a considerable snob value in a pleasantly harmless way.

Chevrolet

147

Most popular of the General Motors of America products, the Chevrolets at the London Show will emanate from the company's Canadian factory. There will be two models on view, of considerable similarity. Each will have a six-cylinder engine of nearly 4 litres, developing 115 b.h.p. at 3,600 r.p.m. on a compression ratio of 7.5 to 1. This output is transmitted by the Powerglide system of torque conversion, which provides automatic up and down gear changing with the aid of an epicyclic gear box. Each car will have right-hand drive, and the only noticeable external characteristic of the Bel Air example, the second car on view, is a broad horizontal chromium band across the rear wings. Chevrolet has for some years now been the world's most popular car in terms of highest sales.

Chrysler

163

There will be two representatives of this popular American make. One will be the New Yorker de Luxe, a four-door saloon with a V-eight engine, the other the Windsor saloon, which has a six-cylinder engine. Both cars will be shown with Chrysler's hydraulic transmission known by the name of Powerflite.

Citroen

145

For the first time at Earls Court motorists will be able to examine the remarkable 2 c.v. model, which is now being introduced into this country. This bristles with unusual features and is designed to be driven hard for very long periods without need of servicing. The front wheel drive is from a flat-twin air-cooled engine of 375 c.c. with overhead valves and hemispherical combustion chambers. All four gears are synchromesh and all four wheels are independently sprung by coil springs controlling swinging arms. This little car, although ungainly, has achieved an enormous respect amongst French motorists. In addition, the other well-known models of the Citroen range will be seen—the Light Fifteen, the Big Fifteen and the six-cylinder.

Daimler

164

During the past few years the Daimler company has been showing considerable originality in its production policy and it will not be surprising if the stand provides something rather special. The traditional models will, as always, attract visitors by their impressive appearance and first-class engineering. Dominating in this respect will be a Straight Eight limousine with coachwork by Hooper providing an eight-seater with a division between front and rear. A blue and black exterior has the effect of reducing the apparent size of this enormous car which, however, is widely respected amongst drivers for its docility on the road.

Its companion will be a 2½-litre Conquest. This model was introduced last May and it is thus its first appearance at a London Show. The engine is a long-stroke six-cylinder of 2,433 c.c. and the transmission incorporates the world-

famous Daimler fluid flywheel, the device which makes possible all the latest hydraulic transmissions now finding so much favour in the U.S.A. Daimlers have shown considerable skill in modernizing the appearance of the cars while still retaining features that are traditionally associated with the make and which have considerable *cachet* value. In particular, the famous fluted radiator has been given a curve which permits it to front successfully the most modern streamlined sports coachwork.

De Soto

165

The single example on view will be the Firedome four-door saloon. This has the powerful V-eight engine which develops 160 b.h.p. at 4,400 r.p.m. and has the Powerflite fully automatic transmission.

Dodge

165

Three cars will represent this part of the Chrysler organization. One will be the Kingsway de Luxe saloon, another the Coronet six-cylinder four-door saloon and the third the Coronet 8. Both Coronet models have the fully automatic Powerflite transmission and the Coronet 8 is powered by a V-eight unit.

Fiat

133

A most interesting and wide variety of models will be found on this stand, varying from the little 500C convertible coupé to 1900 saloons and including the most interesting diesel-engined 1400 saloon. The Fiat 500 was the first of the really small cars which could none the less provide a considerable performance coupled with comfort for the occupants. The power unit is an overhead valve four-cylinder with an aluminium cylinder head. The interesting new 1100 saloon—the 1100 TV (*Turismo Veloce*)—is a steel unit body-chassis type of car of good shape and is representative of the kind of car, now widely popular on the Continent, which is capable of cruising for many hours at a high but easy speed and with considerable fuel economy. The

1400 diesel saloon has a compression ignition engine with a capacity of 1,900 c.c. and in this respect is somewhat confusing, the type number of Fiat products being usually in the neighbourhood of engine capacity. However, the body carried by the diesel is in every respect similar to that of the 1400 saloon, which is powered by a petrol engine of 1,395 c.c.

Largest in the Fiat range is the 1900, of which two examples will be seen. This is an outstanding high-performance car in which the designers have aimed at exceptionally easy high-speed cruising. The achievement of this is considerably assisted by a five-speed gear box in which the highest gear is an overdrive with an overall ratio of 3.33 to 1. The Full-Light example of the 1900 has, as might be expected, an extremely large window area and certain additional luxuries. A radio is standard equipment.

Ford

137

Naturally, interest will concentrate on the new Anglia and Prefect models, recently described in full in *The Autocar* and to be on show in London for the first time, but the Consul and Zephyr will also earn their share of eager inspection. Ford products represent, as always, first-class value for money, and the company has never neglected the lowest priced market of all—the "marginal class" of buyer. A single example of the standard model of each car in the range will be on view, and it is obvious from the rumours that have been circulating merrily in motoring circles over the last few weeks that Show surprises may well materialize.

Ford (Canada)

143

Three transmissions will be available on the Canadian Ford Customline four-door saloon which will be seen at the Show. They are normal three-speed synchromesh, synchromesh plus overdrive, or automatic transmission, the particular transmission in question being the Ford-O-Matic, recently introduced. The Canadian Ford is powered by a V-eight engine with a capacity of nearly 4 litres. The compression ratio is 7.2 to 1.

Ford (France)

115

A new and more luxurious version of the Vedette will be displayed with the name Vendome, but also on the stand will be the 1954 version of the Vedette, which has had detail refinements carried out to it. However, whereas the Vedette engine is just over two litres, that of the Vendome is the V-eight Mistral unit of 3,924 c.c. This car is another good example of French design for high-speed long-distance cruising.

Frazer-Nash

119

Three high-performance cars will grace the stand of this very successful fast car manufacturer. All will have the 2-litre six-cylinder engine which is made by the Bristol company. With a bore of 66 mm and a stroke of 96, the exact capacity is 1,971 c.c. On a 9 to 1 compression ratio this produces 140 b.h.p. at 5,750 r.p.m.

The competition two-seater is a cigar-shaped, snub-nosed model with cycle-type wings employing independent front suspension by transverse leaf spring and wishbones, while at the rear is a de Dion axle used with torsion bar springs. Finned light-alloy brake drums and wire wheels, plus a single aero screen, give this model a very attractive appearance. The design is capable of a certain amount of modification to owners' requirements; for instance, alternative gear box and back axle ratios are available.

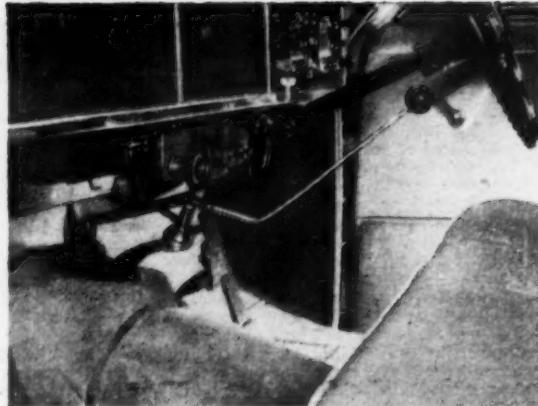
On the same chassis will be found fixed-head coupé bodywork identifying the Le Mans model. This is of the all-enclosed pattern that has come to be familiar with really high-speed cars, and the body top, although of limited dimensions for the sake of speed, is surprisingly well lit by large windows. This model, too, has certain available variations. A third car will be the Grand Sport two-seater of which engine and chassis are the same, except that bolt-on disc wheels are standard although wire wheels are available. This model has all-enclosed two-seater bodywork designed and built by A.F.N., Ltd. It is available to a touring specification in which the compression ratio is 7.5 to 1 and peak output is 100 b.h.p. at 5,000 r.p.m.



Alfa Romeo 1900 : Largest model of Italy's most celebrated individual car manufacturer, high-speed touring intent, with twin overhead camshafts and 80 b.h.p. at 4,800 r.p.m. (Stand 122).

**ON SHOW
IN THE
COURT
continued**

Rover : A central gear change, but three in front if required ; sole user of a free-wheel on all gears (Stand 151).



Healey

113

Attention on the Healey stand will be concentrated on the Austin-Healey 100 following its recent extraordinary high-performance achievements. This car combines the Healey flair for a good body line with the successful Austin engine that was used to power the A.90. This is a four-cylinder unit of 2.6 litres with an easy performance in terms of r.p.m., its maximum b.h.p. (90) being reached at 4,000, while maximum torque is developed at 2,000 r.p.m. The use of an overdrive makes high-speed performance very easy indeed, the highest gear being 3.12 to 1.

Hillman

136

Four versions of the Hillman Minx will be found on this stand. The Minx is a well-tried design which has been developed over the years to its present very successful state and it is a popular car both at home and abroad. The four examples will comprise a standard saloon, the Californian four-seater "hard top" coupé, a drop-head coupé and the estate car. All are notable for the provision of exceptional passenger room within a very handsome body, so that it is never quite certain into which classification, small or medium size, the Hillman Minx falls. Actually, with an engine of only 1,265 c.c., the car remains safely in the smaller category and the "big car" impression it gives is a tribute to the skill of the maker.

Hudson

138

Hudson changes for 1954 are embodied in the Hornet saloon which will be on show on this stand. A one-piece windscreen has replaced the two panels of previous years and there have been slight styling changes. An increase of power has been extracted from the six-cylinder engine of just over 5 litres, the new maximum being 160 b.h.p. with a compression ratio which has been raised from 7.2 to 7.5 to 1. The car on view will have a normal transmission of three speeds and overdrive.

Humber

148

Various examples of the dual range of Humber models will serve to emphasize the comparative cheapness of this impressive car. There are two engine sizes—just over 4 litres for the six-cylinder model which powers the Pullman limousine, the Imperial Mark IV, the Super Snipe and touring limousine, and the four-cylinder

engine of just over 2½ litres which is used in the Humber Hawk. The coachwork of the larger cars is the responsibility of Thrupp and Maberly, who are part of the Rootes Group, and it shows how the high standard of British specialist coachwork, allied to the economies of large-scale production, can result in a very attractive proposition for the buyer.

Jaguar

162

Wherever Jaguar cars are exhibited an admiring crowd is sure to gather, for this make has strong claims to the title of most outstanding performer since the war. Three examples of the range will be on view—the Mark VII saloon, the XK120 in its normal open two-seater version, and as a two-seater drop-head coupé. All are powered by the astonishing six-cylinder engine of 3,442 c.c. with overhead camshafts, which electrified the post-war world by first demonstrating that it was no longer a difficult matter to manufacture a production car which would achieve a speed of well over 100 m.p.h.

It is sometimes forgotten that, in terms of the motor industry, the Jaguar company has a quite short history, and the fact stresses the degree of success that has been achieved. An outstanding sporting record was crowned this year by XK120C cars filling first, second and fourth places at Le Mans.

Jensen

139

The Interceptor will be seen in its latest form; it is, of course, one of the outstanding high-performance British cars. The Jensen firm were pioneers in light alloy construction and have always shown considerable virtuosity in styling. Their products are extremely successful in the commercial vehicle sphere.

Jowett

139

Representative models of this high-performance make will be found again on the stand this year. Both Javelin and Jupiter have a remarkably successful sporting career behind them, having been highly placed in many of the big international events. The Javelin saloon is noted for its high-speed cruising abilities combined with a very good petrol consumption. The Jupiter is a trim two-seater with very good weatherproofing by means of the hood and winding side windows. Both are powered by the well-known Jowett engine, which is unique in being of flat-four design.

Kaiser

116

Two Kaiser Manhattans and a Henry J. Corsair de luxe will form the stand display here. Both the Manhattans will have Hydra-Matic transmission and are powered by six-cylinder engines of 3,706 c.c. The Henry J. is a "small" car in American terms, and has a 2,641 c.c. engine. The example on the stand will have conventional synchromesh transmission.

Safety features are stressed in these American cars. Foam rubber is used on the facia to absorb possible impact forces, and the screens are designed to "pop out" in a collision.

Lagonda

132

Extensive restyling has been carried out to the Lagonda, now seen with a 3-litre engine, and there will be two Tickford saloons and a Tickford drop-head coupé on the stand. All are powered by the same six-cylinder unit with the interesting characteristics of maximum power (140 b.h.p.) at 5,000 r.p.m. and a maximum torque at about half that figure. The engine has hemispherical combustion chambers and inclined valves operated by twin overhead camshafts. Lagonda is one of the most respected names in high-performance British motoring and its reputation has been well maintained since the company became part of the David Brown organization.

Lanchester

136

The new 2½-litre Dauphin, a high-performance six-cylinder engined Hooper sports saloon seating four, will draw the visitors here. The Lanchester Fourteen on view will be the same as exhibited last year. It will be finished in maroon with red leather upholstery and will be powered by the four-cylinder engine of 2-litre capacity which has overhead valves and the considerable length of stroke of 107.9 mm. Lanchester cars employ the famous Daimler fluid flywheel transmission which incorporates pre-selection of the gear by a lever in a quadrant on the steering column.

Lancia

126

Two versions of the Aurelia will be shown, the B22 saloon and the 2½-litre Gran Turismo sports saloon. The former has an engine of 1,991 c.c. and the output has been increased to 90 b.h.p. at 5,000 r.p.m. The engine capacity of the Gran Turismo is 2,451 c.c. and the output 118 b.h.p. at 5,000 r.p.m. A maximum speed of well over 100 m.p.h. is claimed. The third car will be the Appia saloon, which is a smaller model powered by a four-cylinder engine of 1,090 c.c. Lancia cars are original in various ways; for instance, the Aurelia engine is a V-six and the Appia unit a very narrow-angled V-four.

Lincoln

143

There will be a Capri V-eight convertible coupé on this stand, the 5½-litre engine of which develops no less than 205 b.h.p. It will be fitted with Hydra-Matic transmission, and electricity is used to raise and lower the hood and windows. This model is, however, likely to be overshadowed at Earls Court by the X100, which will be on show in this country for the first time. This is a Ford experimental car with a striking appearance and many unusual features.

Mercedes-Benz**142**

Three 1954 models have been introduced by Germany's best-known manufacturer, and examples will be seen at Earls Court for the first time since the war. They are the Type 180, a 1.8-litre four-cylinder, the 170 SV, an orthodox four-cylinder of a similar capacity, and a diesel version of the same car, the 170 SD. The 180 will most repay attention, for this car has many original features as well as showing a determined attempt by the manufacturers to break away from the somewhat heavy lines that have long characterized the cars of the *marque*.

Mercury**143**

Sole representative of this make will be the V-eight Monterey station wagon. Three alternative transmissions are available, conventional three-speed synchromesh, synchromesh plus overdrive, and Merc-O-Matic, Mercury's new automatic transmission which combines a torque converter with an epicyclic gear box. The model at the Show will have the Merc-O-Matic transmission.

M.G.**153**

This is a "must" on the list of the stands for all Show visitors. The famous Midget has changed its appearance quite noticeably, now carrying the initials TF; two examples will be shown, one with left-hand drive and various available extras. But there will also be two of the new Magnette saloons, one occupying pride of place on a turntable. This saloon, which resurrects a famous name in M.G. history, is fully described in this issue (page 520).

Morgan**120**

This old-established manufacturer, whose factory is unusually located in the county of Worcestershire, will be represented by five cars and a chassis. Three will be two-seater versions of the Plus Four, gaily coloured, and one of them with right-hand steering, while the others have left-hand. These cars will be green, red and blue respectively. Also on show will be a coupé in ivory and a four-seater in blue. Morgans are powered by a 2.1-litre engine built by the Standard Motor Company and are much liked by the sporting fraternity because of their practical features. They have a true remote gear box, controlled by a short, stiff lever, and a central fly-off hand brake lever. Their system of independent front suspension was patented 40 years ago and has proved so satisfactory that only minor modifications have been necessary from time to time. A conventional chassis frame is used with an undertray, one of the few cars of this type to have such a provision.

Morris**157**

As might be expected from this celebrated British manufacturer, a comprehensive range of cars will be available for inspection. There is, and has been for years, a Morris car to suit the desires of the vast majority of car owners, ranging nowadays from the Minor to the Six saloon. Only detail changes have been made this year, but a notable introduction which will be seen on the stand is the Minor travellers' car, a neat little vehicle of the station-wagon type. Three

other complete Minors will be displayed—a tourer, a two-door saloon and a four-door saloon. In addition, a sectioned four-door saloon will form a special display. Two Oxford saloons will accompany these models and a single example of the Six. Morris cars have one or two features not usually associated with models intended for the biggest market; for instance, the Minor uses torsion bars for its independent front suspension and the engine of the Six is an overhead-camshaft design.

The enormous Nuffield Organization is, of course, now a part of the British Motor Corporation, and the original side-valve engine of the Morris Minor has for some time been replaced by the o.h.v. British Motor Corporation unit which is employed with slight variations in the Austin A30 Seven, the Austin company being the "other half" of the British Motor Corporation.

Nash**114**

Three models are produced by this American company, and the styling is the work of Pinin Farina of Turin. The Nash Rambler is offered in various body styles and with a choice of three transmissions, the automatic version of which is the well-known Hydra-Matic drive. When the automatic transmission is fitted the larger version of the six-cylinder engine is used, 3,206 c.c. instead of 3,016 c.c. The larger cars of the range are the Ambassador and Statesman. These are powered by a six-cylinder engine of 4,140 c.c.

One attractive feature of Nash cars is the ability to lower the front seats so that they form a bed in conjunction with the rear seat.

Oldsmobile**140**

Three Oldsmobiles will represent General Motors on Stand 140. All will be powered by an eight-cylinder engine of 5-litre capacity and all will have the well-known Hydra-Matic transmission. The Series 98 saloon is the largest of the three cars with a wheelbase of 10ft 4in; the Series 88 saloon and coupé have a 10ft wheelbase and 11in less overall length. All three models are claimed to have a maximum speed in the region of 100 m.p.h.

Packard**155**

Packard cars occupy a special niche in the motoring scene in the U.S.A., having for many years had something about them that other manufacturers found difficult of



Mercedes-Benz 180: Latest new model from Germany's most famous manufacturer, one of a challenging range, first post-war visit to Earls Court (Stand 142).

emulation. With the all-round improvement that has gone on it has been difficult for such makes to stay ahead of the rest, but these cars will command admiration. The company has two ranges—the Packard itself, with is expensive, and the Packard Clipper range which comprises cheaper cars. On the stand there will be the special Packard Pan-American, representative of the more expensive cars, and three Clipper de Luxe saloons. All have straight-eight engines with only minor variations and compression ratios in the neighbourhood of 8 to 1. An export cylinder head for low-octane fuels, giving a 7.2 to 1 compression ratio, can be supplied. Another extremely interesting display on this stand will be a cutaway exhibit of Packard's Ultramatic hydraulic transmission.

Panhard**166**

A notable attraction for the student of automobile engineering on the stand of this very old-established French manufacturer will be the new Dyna 54. This car, recently described in full in *The Autocar*, is quite revolutionary in its conception and is designed to provide high-speed cruising with real economy from an engine of only 850 c.c., an air-cooled flat-twin driving the front wheels. The basic structure of the car is a suitably stiffened undertray to which the front sub-frame carrying engine and front suspension, and the unusually suspended rear wheels, are attached. The former assembly can be detached and wheeled away with little trouble. On this, an elegant saloon body in light alloy is mounted, and the whole represents a quite outstanding pioneering effort in unorthodox design.

Also on the stand will be the familiar Junior model in cabriolet form, and a *pièce de résistance* is formed by the Le Mans handicap winner, which will be on the stand along with its more sober companions and whose performance in this gruelling 24-hour race is less appreciated than it should be because of the glamour which attaches to the best performance in terms of distance covered, regardless of engine size.

Pegaso**117**

The single exciting sports car produced by Spain will be shown again this year. This is very much a specialist high-speed design, carrying unusual coachwork, and it is built in Barcelona by a company famous for heavy commercial vehicles and coaches. The engine is a 2.5-litre V-eight with four overhead camshafts operating the valves

ON SHOW IN THE COURT

continued

in hemispherical cylinder heads. Maximum power is produced at revolutions as high as 6,500 per minute. The car has five forward speeds, top being an overdrive, and employs de Dion rear suspension with a ZF differential. A larger version has a 2.8-litre engine and in supercharged form its output is as high as 250 b.h.p.

Pegaso cars are supplied with various modifications to suit individual owners and the cars are very much hand-built in the popular sense of the term.

Peugeot

169

Slight body modifications have been made to this popular French car, which seems to escape the limelight but is respected for its performance abilities by motorists in its country of origin. Amongst other modifications, the bumpers are more curved and the petrol filler cap is concealed by a trap door; the rear window has been enlarged. There will be four saloons on view, two in black, one grey and one blue. Heaters are fitted as standard.

Plymouth

163

A single example of the Plymouth range will be seen, the Savoy four-door saloon. This is powered by a six-cylinder engine, developing 100 b.h.p. at 3,600 r.p.m. on a compression ratio of 7.1 to 1. The Plymouth is a product of the Chrysler Corporation.

Pontiac

121

Four cars will occupy the Pontiac stand at the London Show. They are all Series 25 Chieftain models. One will be the attractively styled Custom Catalina coupé and it will have Hydra-Matic transmission and power-assisted steering. The long one-piece side windows may be noted. The other three cars are four-door saloons of varying colours which are fitted with the normal synchromesh transmission. The engine is the same in each instance,

and is a six-cylinder of 3,921 c.c. developing 115 b.h.p. on a 7 to 1 compression ratio.

Porsche

144

Doctor Porsche's development of the German Volkswagen will be seen at the London Show for the first time. Two 1½-litre versions will be on view, one a drop-head and the other a fixed-head coupé. There will also be a 1½-litre Super model, identical with the car which won the Alpine Trial this year. The Porsche has an air-cooled rear engine of flat-four design and various types are available. In its most highly developed form it will be seen in the Super, in which it is capable of producing 70 b.h.p. at 5,000 r.p.m. on a compression ratio of 8.2 to 1. Assisted by a good aerodynamic shape, maximum speed for this model is claimed to be well over 100 m.p.h.

Renault

152

Three 2-litre Renault Frégate models and three versions of the little 750 will be seen. The larger cars are unit body-chassis in construction with independent suspension all round. The almost square engine (85 x 88 mm) is designed to give easy high speed cruising and has an aluminium cylinder head and detachable wet liners. Two saloons will be shown, one with a sliding roof, and also a drop-head coupé. The Frégate is now to be available in Great Britain.

Three versions of the little rear-engined 750 will also be shown. This unit-construction, all independently sprung, small car has built up a tremendous reputation in France and is notable for the amount of room offered within such dimensions. There will be two saloons, one with a sliding roof, and a convertible model which has a folding canvas roof. Incidental stand displays will include an engine and gear box unit of the 750 and also a front suspension and steering unit. Renault cars are, of course, of French

origin, but the 750 is assembled in this country.

Riley

125

One of the few surviving British cars in the medium-price range which is in the true classic tradition is the 1½-litre Riley, the latest version of which is described elsewhere in this issue. The modifications, traditionalists will be pleased to see, do not basically change the handsome and individual looks of this product of the Nuffield Organization. It is powered by a four-cylinder unit with hemispherical combustion chambers and overhead valves, has a conventional transmission with four-speed gear box, and independent front suspension using torsion bars as the springing medium. It will be appreciated, therefore, that the Riley design moves with the times where the times are worth moving with. The body is a frank four-seater, although five may be accommodated at a pinch, and the car's stability and road behaviour are directly descended from a long line of fast, safe cars.

The new 2½-litre, the Pathfinder, amounts to a transformation of the 2½-litre saloon, and Show visitors will be very interested to compare this up-to-date fast touring saloon with the traditional 1½-litre which will be its stable companion on the stand. The Pathfinder is described in full on pages 528-532. One example at the Show will occupy a turntable.

Rolls-Royce

170

Four cars will represent "Britain's best," all of them with automatic transmission, and for the first time the Silver Dawn will be available on the home market, with coachwork by either Rolls-Royce or Park Ward; the example on the stand will have the maker's body. The other three models will be Silver Wraiths—a limousine by Hooper and Co., Ltd., a touring limousine by H. J. Mulliner and a touring limousine by Park Ward. The Silver Dawn is a slightly smaller car than



Humber Super Snipe : Value for money from the Rootes Group ; six-cylinder, 4.1-litre, room for everyone and luggage (Stand 148).

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Well done Bristol!
Well done drivers
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ON SHOW IN THE COURT

the Silver Wraith, but both are powered by a six-cylinder engine of 4,566 c.c. with overhead inlet and side exhaust valves.

Rover

151

The two new models—with the four-cylinder 60 and the six-cylinder 90 engines—will attract attention on the Rover stand. The 75 continues with the same engine as before, so that Rover engine availability comprises four-cylinder 2-litre, a six-cylinder 2.1-litre and a six-cylinder 2.6-litre. All three models have similar chassis and coachwork construction. There will also be a Land-Rover station wagon on view and a 60 chassis, as well as a 90 engine.

Rover cars are quality built and are the only cars making use of a free wheel to permit clutchless changing and assist petrol economy. They also have the attractive owner feature of only four greasing points, all of them on the propeller-shaft. Rover's are also the first manufacturer to relinquish the steering column gear change in favour of the central change once again, but this has been so arranged that it remains possible to seat three people on the bench front seat.

Simca

141

Four Simca models will represent the well-known French manufacturer. There will be two 9 Aronde saloons, a Chatelaine estate car, and a Grand Large hard-top saloon. All these cars have the 1,221 c.c. engine of near-square dimensions (72 x 75 mm), which has a light-alloy cylinder head with cast-iron valve inserts and push rod operation of the overhead valves. This is an engine which is designed to give easy high-speed cruising over long distances. A most useful feature of the Simca Aronde is an anti-theft device which locks gears in neutral or reverse. Simca models are unit body-chassis in construction, this applying also to the estate car and the hard-top. They are one of France's most popular medium-sized machines.

Singer

161

Only slight modifications have been made to the two Singer models, examples of which will be seen on the stand. There will be the successful S.M.1500 saloon on which the addition of air inlet apertures in the front grille may be noticed; these have been introduced to provide additional cooling for the brakes. The S.M. Roadster will also be seen and is a good example of traditional British sports car design. Singer cars are powered by a four-cylinder engine of 1,497 c.c., which has the unusual feature of an overhead camshaft, not usually found in this type of car. This power unit has a reputation for ability to withstand stress over long periods without losing its tune.

Standard

168

As might be expected, the new Eight will be strongly featured, three examples being shown. They will no doubt attract an enormous number of potential buyers and are excellent examples of the elimination of elaborate details for the sake of first cost and subsequent economy. This small car from a big company has created a great deal of interest, and its display will

no doubt add to it. Also on the stand will be one of the larger products of the factory—a Vanguard saloon—and another model which is increasing in popularity as a type of car for British roads, an estate car.

Studebaker

154

Four Studebakers will represent this well-known American make. All are different body styles on the same basic chassis, but the Champion model, of which two are shown, a four-door saloon and a five-seater coupé, has a six-cylinder engine, whereas the Commander models have an eight-cylinder engine. The Commander will be shown in its hard-top and Land Cruiser versions.

Three transmissions are available on Studebaker models, one of which is automatic, and power steering is also offered. Studebaker styling has been original since the war and the latest models are notable for a low line and considerable simplicity, in transatlantic terms. In fact, one of the claims made on behalf of the cars is that they have a "long, low European look."

Sunbeam-Talbot

134

The new model on this stand which will attract most attention will undoubtedly be the Sunbeam Alpine, which has already established a place amongst the high-performance sports cars. It is powered by the Sunbeam-Talbot 90 o.h.v. four-cylinder engine of 2,267 c.c. capacity, with the compression raised to 7.42 to 1 and with larger inlet ports and shorter valve guides. With other modifications these bring the power output up to 80 b.h.p. at 4,200 r.p.m. The body is smart and sleek and retains the family resemblance to the two versions of the Sunbeam-Talbot 90 which will be on show. One will be the saloon and the other the drop-head coupé. Sunbeam-Talbot cars are made by the Rootes Group and have the individuality of style which characterizes the products of the Group. The attention paid to styling of late years in this organization has paid dividends in appearance.

Triumph

124

Two of the Triumph Sports cars will be found on this stand, one of which will be in speed trim, and will thus approximate to the car in which over 120 m.p.h. was achieved on the Belgian motor road near Jabbeke—a remarkable achievement for a production sports car in this price range. From this high-performance example it is a pronounced step to the dignified Triumph Renown saloon, which many regard as one of the smartest cars ever produced by Britain. Its pronounced knife-edged lines are not solely a means to appearance, however, for they result in a lightness and airiness within the car, and visibility for the occupants, without any of the disadvantages of wrap-round glass. The Triumph has a three-speed gear box, allied with the Laycock-de Normanville overdrive as an option, and is a very pleasing car indeed with this fitting.

Vauxhall

150

These cars are typical of the modern school of thought which believes in a "square" engine to keep down piston speed and the development of maximum

continued

torque at low r.p.m. Coupled with a good power to weight ratio, such a specification results in marked economy. Two models are available from Luton—the Velox and the Wyvern—and two examples of each will be found on the stand. The Velox is a 2½-litre six-cylinder and the Wyvern is a 1½-litre four-cylinder. Transmission is through a three-speed gear box with a noted excellence of synchromesh and the bodies are light and airy saloons giving a great deal of passenger and luggage room. Two sectioned engines will also be seen.

Volkswagen

149

There will be two exhibits on the stand of this major German manufacturer, whose products are offering such stern competition in the markets of the world. The origin of the Volkswagen was, of course, Hitler's "people's car," but it is a far cry from the day of its introduction as such to its exhibition for sale at the London Show. The model on view will be the de luxe export model, the standard version not being shown. It will be accompanied by a cutaway chassis.

The Volkswagen engine is a flat four-cylinder at the rear of the car with a capacity of 1,131 c.c. Maximum b.h.p. is achieved at 3,300 r.p.m. and at 3,000 r.p.m. the piston speed is as low as 1,263 feet per minute. The car is, in fact, designed to be driven at almost full throttle over very long distances. Suspension is independent all round, the springing medium being torsion bars.

Willys-Overland

118

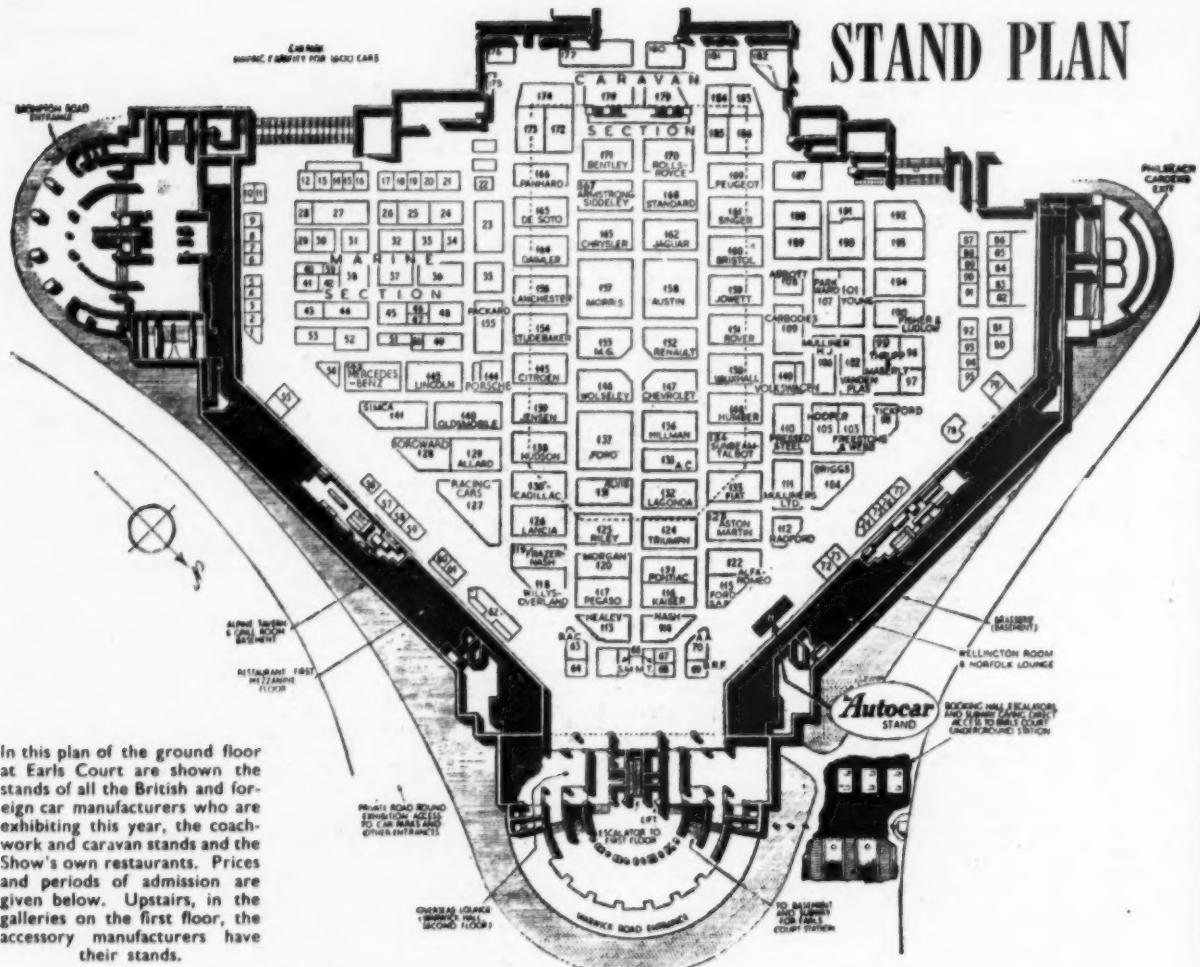
Appearance of the Willys-Overland Aero Lark model will be a débüt at Earls Court. Two versions will be seen, one powered by the four-cylinder engine and the other by the six. Both engines are small by normal American standards, (2,200 c.c. and 2,638 c.c.). A conventional synchromesh gear box providing three speeds is used, but an overdrive is available as an optional extra. The third model on the stand will be the Aero Ace saloon. This is powered by the most powerful of the three Willys engines, a 2,638 c.c. six-cylinder with an F head (o.h. inlet valves, side exhaust), which develops 90 b.h.p. at 4,200 r.p.m. on a compression ratio of 7.6 to 1.

Wolseley

146

Four cars will be seen on the stand of this branch of the Nuffield Organization, although one is a pure stand display, being a sectioned version of the 4-44. It is now a year since the 4-44 was introduced, and the new model is finding great favour both in Britain and abroad. It provides an excellent performance with considerable economy and the car may be said to be a good example of how a functionally aerodynamic shape can reduce the necessity for size in the engine. The smooth contours of the 4-44 pass easily through the air at the behest of an engine of only 1,250 c.c., itself an efficient power unit with overhead valves, a long stroke and a compression ratio of 7.3 to 1.

The larger 6-80 model of the Wolseley has an overhead camshaft six-cylinder engine of 2½ litres. These cars successfully combine the familiar Wolseley radiator with a modern body outline.



In this plan of the ground floor at Earls Court are shown the stands of all the British and foreign car manufacturers who are exhibiting this year, the coachwork and caravan stands and the Show's own restaurants. Prices and periods of admission are given below. Upstairs, in the galleries on the first floor, the accessory manufacturers have their stands.

SHOW INFORMATION

SHOW going, if indulged in seriously, inevitably results in the acquisition of an appetite as well as an armful of sales literature. Both requirements can be satisfied within the exhibition building and the majority of the restaurants and bars at Earls Court will remain open until 9 p.m.

No one meets with any great difficulty once inside the building, but actually getting there can sometimes be quite a problem. For this reason, visitors who travel by car are well advised to park their vehicles away from the immediate vicinity of the Show and proceed there by Underground or bus.

For those visitors to London who are not familiar with the geography of the city, the details on this page will guide them from any main line railway station to the Underground serving Earls Court.

A comprehensive coach service from almost every sizeable town in Great Britain terminates at Victoria coach station.

The Earls Court Show will be open to the public from October 21 to October 31 inclusive (except Sunday, October 25). Admission charges are as follows :

Opening Day (Wednesday, October 21) 10s before 5 p.m. 2s 6d after 5 p.m.
Other Weekdays (except Saturdays) 5s before 5 p.m. 2s 6d after 5 p.m.

Saturdays 2s 6d all day.

Hours of opening 10 a.m. to 9 p.m.

HOW TO GET THERE

Paddington : District line direct to Earls Court station.

King's Cross and St. Pancras : Piccadilly line direct to Earls Court station.

Euston : Northern line to Charing Cross, change to District line for Earls Court station.

Baker Street : Metropolitan line to Edgware Road, change to District line for Earls Court.

Victoria : District line direct to Earls Court station.

Waterloo : Bakerloo or Northern line to Charing Cross, change to District line for Earls Court.

Charing Cross : District line to Earls Court.

Liverpool Street : Inner Circle line to Sloane Square, change to District line for Earls Court.

BUS ROUTES

No. 30 : Hackney Wick, Baker Street, Marble Arch, Hyde Park Corner, South Kensington, Earls Court.

No. 31 : Camden Town, Kilburn, Westbourne Grove, Kensington, Earls Court.

No. 74 : Camden Town, Baker Street, Marble Arch, Hyde Park Corner, South Kensington, Earls Court.



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No. 1510: ROLLS-ROYCE
SILVER DAWN
SALOON



The Rolls-Royce Silver Dawn has an elegant body style of traditional British design. In the forward doors are swivelling quarter lights; both doors are hinged from the central pillar. Ventilator panels are placed in the scuttle sides.

The Autocar ROAD TESTS

FOR very many years the name Rolls-Royce has been associated with the best that money can buy. To build up and retain such a reputation is a great feat in the automobile world, where competition is very keen indeed. It must be admitted, however, that if a manufacturer can build cars virtually regardless of cost the problem is somewhat simplified; yet it must be realised that even a very small increase in the standard of finish or performance may increase the cost of production very considerably. The latest representative of this famous name to be put through its paces by *The Autocar* is the Silver Dawn, an owner-driver model with a standard steel production body as distinct from bodies built by coachbuilders to customers' own requirements, as are usually associated with Rolls-Royce cars. Originally available for export only, with left-hand drive, the car can now be supplied in this country.

Now, whereas with some cars the accent is on one particular feature such as performance, fuel economy or luggage space, to name only three items, the Rolls-Royce is designed to provide luxury transport with an all-round excellence. It must achieve and maintain a very high standard in all the desirable features, and not just concentrate on a few, as might be acceptable for a sports car, for example. Such a design must therefore be something of a compromise, yet no one feature must be sacrificed to any marked degree. The most outstanding change between this and previous Rolls-Royce cars that have been tested is that the Silver Dawn can be

supplied with an automatic transmission and two-pedal control. Following in principle the well-known Hydramatic transmission, the Rolls-Royce-built automatic transmission has a fluid coupling and a four-speed epicyclic gear box.

There are at present two types of motorist, those who like an automatic transmission and those who do not, but there is little doubt that the majority of purchasers in the large car class appreciate the ease of control that is afforded when it is not necessary to press clutch pedals and operate gear levers. On the other hand, any automatic device must operate on the cause and effect principle, as it cannot think ahead like a well-trained driver. With the Rolls-Royce transmission, however, there is a reasonable amount of driver control.

The 4½-litre six-cylinder engine is particularly smooth. It is also quite lively, bearing in mind the general characteristics of the car, and it can be held comfortably at between 70 and 80 m.p.h. without showing any signs of stress or overwork. It is also extremely docile and the automatic transmission makes the car particularly suited to dense traffic conditions.

For all normal operation the hand selector lever, below the steering wheel, is placed in position 4 and the car is started from rest by releasing the hand brake and opening the throttle. If it is fully depressed, for maximum acceleration, the transmission will automatically change up at speeds of 16, 26 and 52 m.p.h. But if position 3 is selected, although



Left: The deeply and beautifully upholstered seats immediately create an air of luxury. There are adjustable armrests on the doors.

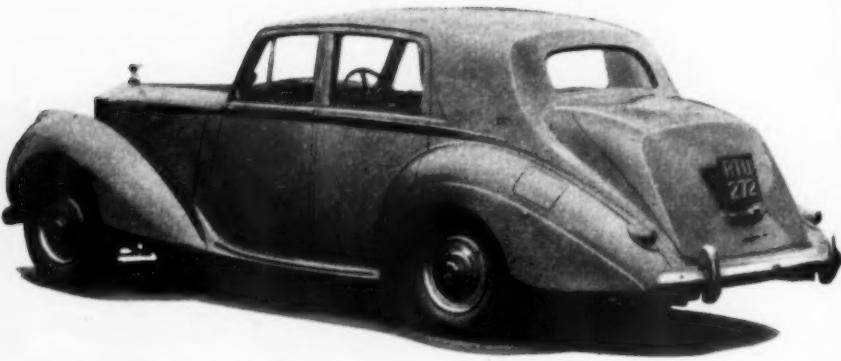
Right: Fine leather and woodwork give an atmosphere. A folding arm-rest is provided in the rear seat and ashtrays are built into the side armrests. Foot-rests are fitted to the backs of the front seats, which also contain folding picnic tables.



ROAD TEST

. continued

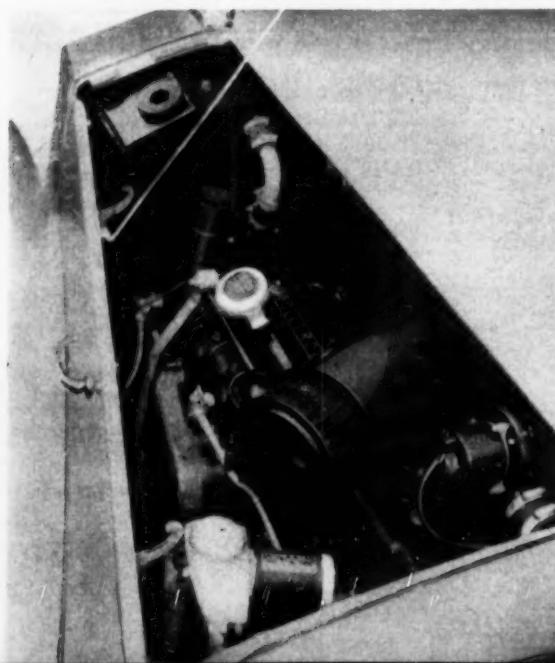
The semi-razor edge rear styling matches well with the angular lines of the radiator. Combined stop and tail lights are built into the rear wings, and a flush-fitting door encloses the fuel filler cap in the left wing. Rubber mud flaps are fitted below the rear edges of the front wings.



the change to second and third gears will occur at the same speed, the change up into top gear will not take place until a speed of 59 m.p.h. is reached, even though the throttle pedal may not be held fully open. In position 4 the upward changes can occur at lower speeds, depending on conditions of loading and the throttle position. If position 2 on the hand quadrant is selected the transmission will remain in second gear until a speed of 40 m.p.h. is obtained; it will then change up into top gear. In a similar way, if the position 2 is selected the transmission will not change down unless the speed drops to 40 m.p.h. or below. Position 3 is particularly useful when extra acceleration is required, while position 2—the equivalent to Low Range of the American transmissions—provides a useful measure of engine braking, although the fact that the mechanism changes up at speeds over 40 m.p.h. possibly restricts its utility as a safety measure; on the other hand, it does prevent the engine being over-revved. The change from gear to gear is reasonably smooth, although it can be noticed.

Over all normal types of road surface the suspension provides a very comfortable front and rear seat ride. The Rolls-Royce ride control, comprising a device to vary the settings of the rear spring dampers, enables the damping to be adjusted from a control on the steering wheel (within a limited range) to suit requirements. The roadholding generally is good, and, in spite of a weight distribution bias towards the rear wheels, the car does not tend to oversteer; in

Both the oil and radiator filler caps are reached from the left side of the bonnet. A large air cleaner and silencer is mounted diagonally across the engine, and the two-speed windscreen wiper motor is mounted on the left side of the bulkhead.



fact, the steering is accurate and enables the driver to control the car within very fine limits. In spite of a fairly large number of turns from lock to lock the mechanism is not particularly light. It does not transmit road shocks, yet there is a useful self-centring action.

The special uniform wear leading and trailing shoe brakes, hydraulically operated at the front, and assisted by means of a mechanical servo, are very effective and require only a moderate pedal pressure. Some slight fade was experienced when the car was driven very hard, but under normal conditions the braking proved to be fully satisfactory.

As one expects with a car of this type, the noise level is particularly low. There is very little engine noise, but some slight transmission noise is noticeable, particularly if the car is driven hard with the gear selector lever in position 2—not a range that would normally be used. The Rolls-Royce is very well insulated in regard to road-excited body noise, and the body does not boom. With all windows closed it is also particularly quiet as regards wind noise, but with the front quarter lights slightly open a certain amount of noise is noticed if the car is driven fast.

Although it is a large car, it is far from being a difficult one to handle, and although ease of control is increased by the use of an automatic transmission, a factor that has an even greater influence is the excellent driving position. Seated fairly high up, the driver has a commanding view and tends to look down at the road and other traffic rather than along the bonnet at the horizon. The end of the bonnet and both front wings can also be seen. The seat itself is particularly well upholstered and gives support just where it is needed. It also has a wide range of adjustment. The relative positions of the steering wheel and pedals are also good and the rubber-covered dip switch provides a rest for the driver's left foot. All-round visibility is very good, and although the driving mirror is small, so that it does not mask a large area of the windscreen, it provides a very satisfactory though much reduced rear view. Two-speed windscreen wipers are fitted; they are effective and cover a useful area of the screen.

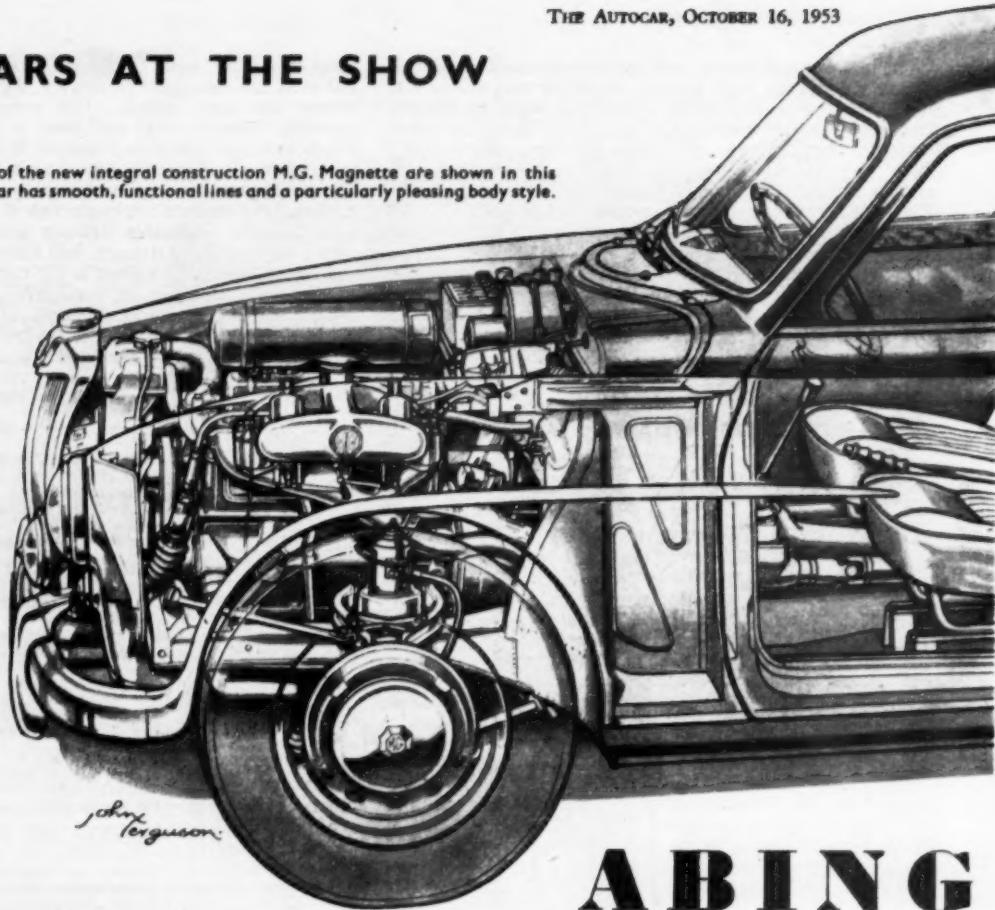
The interior of the luggage compartment is completely trimmed and finished to Rolls-Royce standards. A separate lower compartment contains the spare wheel and large tools, including an octagonal ring spanner for removal of the wheel nave plates.



NEW CARS AT THE SHOW

The major components of the new integral construction M.G. Magnette are shown in this cutaway drawing. The car has smooth, functional lines and a particularly pleasing body style.

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MAGNETTE :
MIDGET
LOSES
SEVERAL
INCHES OF
STATURE



ABING

THE name Magnette has not been current in the M.G. range since 1936, applying then to a model powered by an overhead camshaft six-cylinder 1,286 c.c. engine; in the 30's a saloon and two open Magnette cars were produced as well as the K3 racing type car.

The present M.G. Magnette, which supersedes the 1½-litre saloon which has been current, with modifications from time to time, since 1947, is a closed car, and it is the object of the manufacturers to produce a four-five-seater car with modern body styling, yet one that still retains the character and tradition of these famous cars with the octagonal name plate.

The car is of conventional design in most of its mechanical details; it is powered by a 1½-litre four-cylinder engine, has an orthodox transmission consisting of a dry single-plate clutch and four-speed synchromesh gear box, an open propeller shaft, and a hypoid bevel final drive. Other items of specification include independent front suspension with coil springs and telescopic dampers, rack and pinion steering, and a special form of rear suspension using half-elliptic springs and a torque arm. All these components are carried on the unit construction body, which is of the four-door-four-light type, and follows the Italian school of thought on body styling.

The engine is the first new power unit to be produced by the recently formed British Motor Corporation, and in a large number of details it follows previous Austin engine practice. A single casting forms the cylinder block and crank

chamber, and the bottom face of the crankcase extends some 2½ in below the crankshaft centre line. The water jacket completely surrounds the bores for a distance of 4½ in down from the cylinder head joint face—that is, a good way past the exposed portion of the bore when the piston is at bottom dead centre. A substantial web supports the centre main bearing and also the centre camshaft bearing. The crankshaft has three main bearings, and integral counterweights are placed on both sides of the centre main bearing, as well as on the insides of the outer main bearings. The shaft is of very stiff construction and there is a slight overlap between the main bearing and big-end journals.

The connecting rods have a centre distance of 6½ in and the big-ends are split at an angle of 43 degrees, the halves being held together by means of set bolts. They are located by machining the outer edges of the top half of the rod and the joint face of the cap, so that they are stepped; the resulting lugs at the outer ends of the caps fitting over the mating cap step on the top half of the rod. The gudgeon pin bearing is offset relative to the big-end journal length, and the pin itself is located in position by means of a set bolt. A small diameter bleed hole supplies lubricant to the cylinder bores.

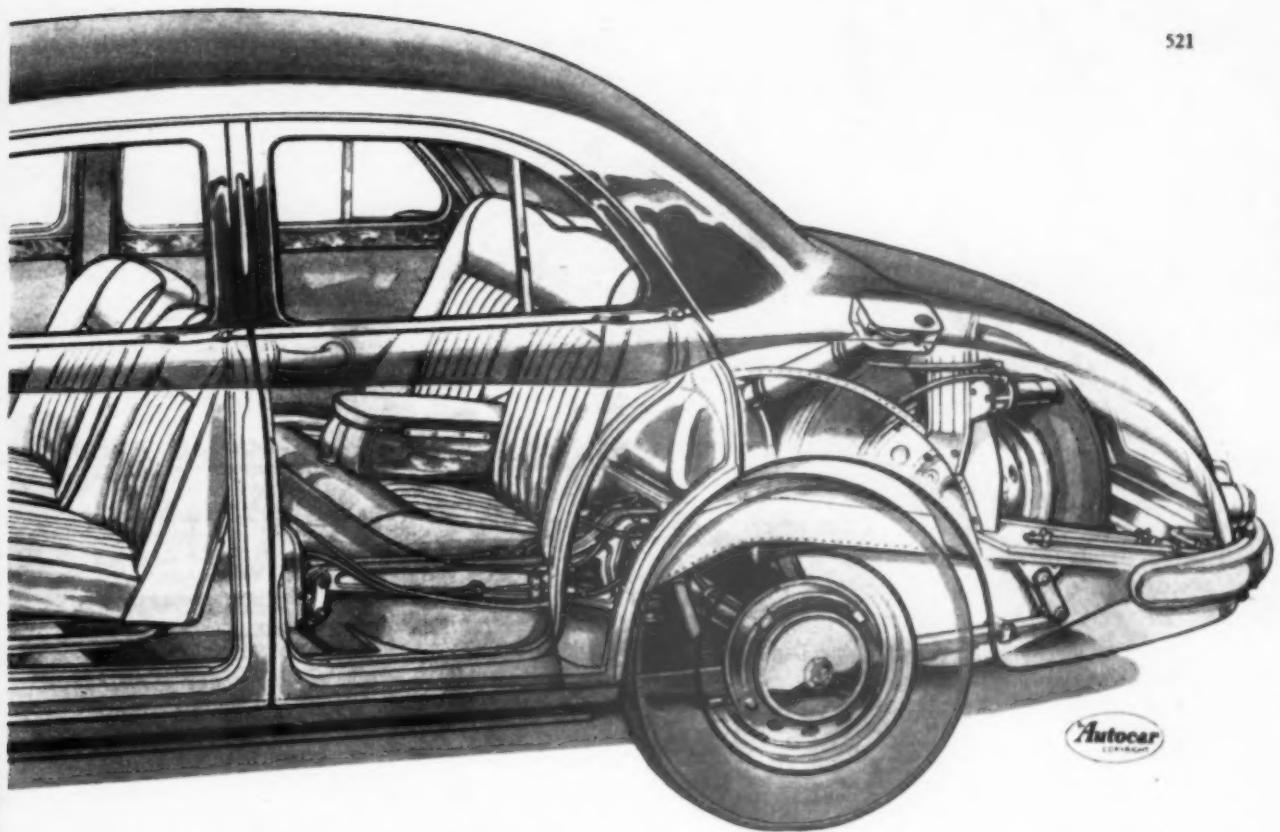
The overhead valve gear is conventional; the rockers themselves are bushed and operate on a hollow shaft, end float being eliminated by means of coil springs placed on the rocker shaft.

Numbers 2 and 3 exhaust ports are siamesed and a three-branch manifold con-

veys the gas to the exhaust pipe. The exhaust ports are square section at the head joint face. The manifold itself runs straight back so that the exhaust pipe joint is at the rear of the engine. Two 1½ in diameter semi-down draught S.U. carburetors are used to supply fuel to the siamesed inlet ports. The inlet manifold consists of a light alloy casting containing a large tubular balance pipe.

A gear on the camshaft drives the distributor via a diagonal cross shaft and also the oil pump by means of a short vertical shaft. Owing to the general layout of the car and the forward position of the engine, the front cross member and rack and pinion steering unit run under the back half of the engine; consequently the sump pressing forms a crankcase closing plate at the rear, but the main oil-carrying portion is concentrated at the front of the power unit; although the oil pump is placed towards the rear part of the engine, oil is in fact drawn from the front portion of the sump. Lubricant from the pump passes from a delivery hole in the pump joint face and into the cylinder block.

The front end of the cylinder block is bored to form a housing for the water pump. Coolant from the pump is circulated into the cylinder block and around the bores and then up through communicating passages in the cylinder block and head to the water jacket around the valves and ports. A thermostat is fitted to the water outlet point at the front of the cylinder head. The pump impeller and fan spindle is supported on two ball races and a spring-loaded gland prevents leakage of coolant.



DON ARISTOCRATS

Power from the engine is transmitted by an 8in diameter Borg and Beck dry single-plate clutch (fitted with hydraulic withdrawal mechanism) to the four-speed gear box. The box is of conventional design with single helical constant mesh gears. Synchromesh is provided on top, third and second gears. The layshaft is supported on needle roller bearings. The gear box extension provides a bearing for the sliding end of the propeller-shaft, which in turn transmits the drive to the hypoid rear axle. The axle assembly consists of a banjo

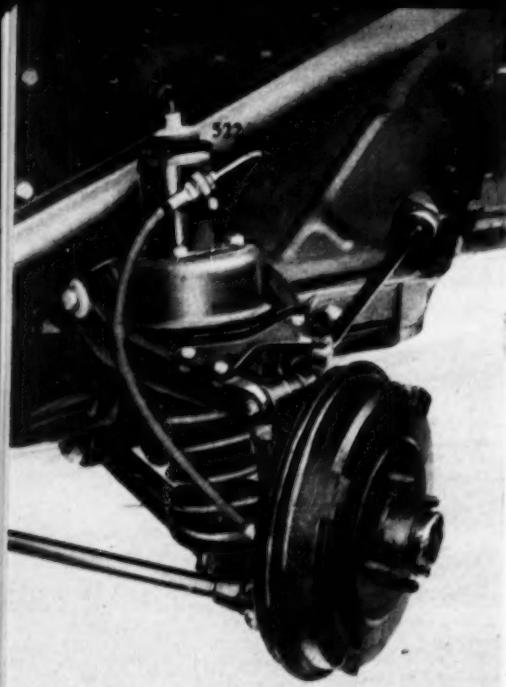
casing with a machined front face to which is bolted the axle nose piece carrying the gear assembly. The pinion shaft is supported by opposed taper roller bearings, while the crown wheel and differential gear assembly is mounted on ball races. The crown wheel is attached to the differential carrier by means of bolts and both this carrier and the nose piece are very well stiffened to prevent distortion under operating conditions. A two-pinion differential is used and both differential gears and pinions are provided with thrust

washers. The inner ends of the axle shafts are splined, while the outer ends are flanged to provide the attachment points for the hub bearing housing and brake drum. It is, therefore, necessary to assemble the hub bearing housing together with its oil seal and double row ball bearing, and lock the inner race in position (by means of a nut which fits on to the screwed end of the axle casing) before the half shaft is placed in position. The brake back plates are attached to a flange on the axle casing with four bolts.

Although the front suspension is conventional in design inasmuch as it is independent by means of coil springs and orthodox pressed steel top wishbones, it also incorporates additional tie rods to pre-

The familiar M.G. style of radiator grille is retained. Small additional driving lamps are mounted above the over-riders.

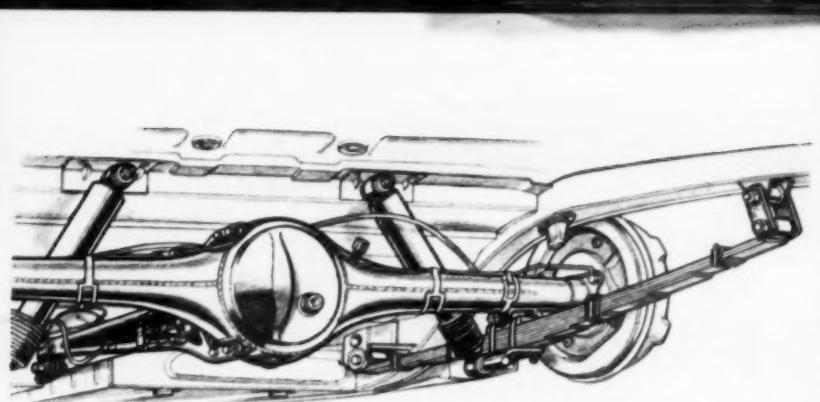




The pressed steel top wishbones and upper and lower struts can be seen from this angle. The four lugs cast on the outer face of the brake drum are for balancing purposes.

vent excessive deflection under severe conditions. This feature has no doubt permitted the use of rubber bushes for both inner and outer wishbone link bearings, a usage that not only reduces the routine maintenance but also eliminates noise. The upper wishbones are formed from two U section pressings placed back to back. At the bottom, in place of a normal lower wishbone, an I section link is used to control the geometry, and this is also pivoted on Metalastik bushes. The front hubs are mounted on ball bearings and held in place by means of a nut and split pin, a pressed cap being fitted to the outer end of the hub to retain the grease.

A strut is attached to the front pressing of the top wishbone and extends forward to a pick-up point on the body frame, to which it is flexibly attached (in a similar way to the rear-facing strut attached to the lower suspension link). Consequently, the brake reaction torque places these struts in compression, reduces deflection on the other suspension links and prevents change in castor angle. The lower spring pan is attached to the I section lower suspension link by means of two bolts. It is



Although the rear springs are attached to the body in the normal way, the axle casing is attached to the springs with the aid of rubber bushes, the torque reaction being taken by a torque arm, the forward end of which is attached to the body framework.

ABINGDON ARISTOCRATS . . . continued

suitably formed to mate with the bottom end of the spring, which is pig-tailed. The top of the spring is housed in a pressed spring pan which forms the outer extension of a main structural cross member. A bump rubber is attached to the lower side of this cross member and contacts the bottom suspension link. A rebound check is provided by the telescopic spring damper, which is placed inside the spring and attached to the suspension link at the lower end by means of two eye bolts, while the top end is attached to a pressed steel extension bolted to the top of the spring pan. The steering arms extend forward and are attached to the rack and pinion steering mechanism by means of ball joints. The steering mechanism is bolted to the main cross member and the bottom part of the steering column projects through a cross tube placed in the main body structure. To prevent the transmission of shock and also to permit a certain amount of angular flexibility, a form of flexible joint is placed between the two parts of the steering column. Owing to the use of rubber bushes for the suspension bearings, there are only three grease nipples on each side of the front suspension, two to lubricate the king pins and one for the outer steering ball joints.

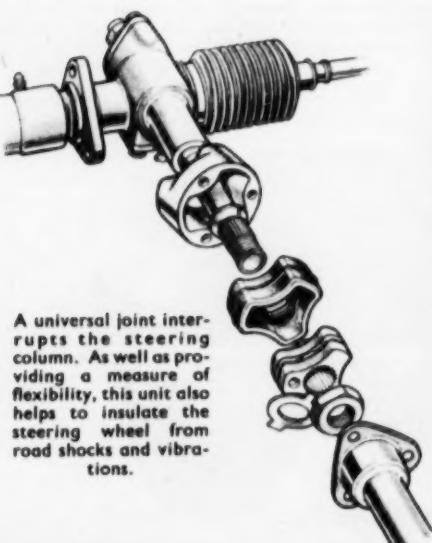
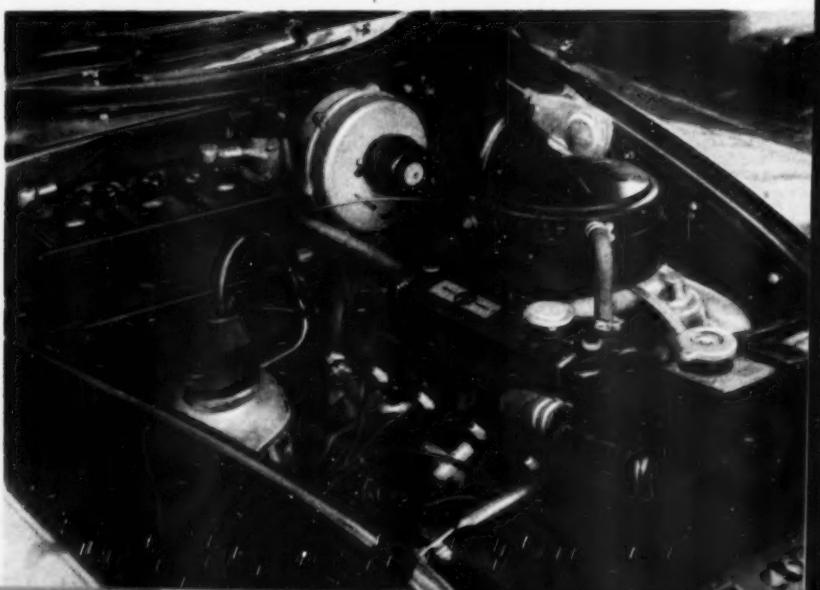
The suspension at the rear is conventional in as much as it employs a live axle and half-elliptic leaf springs, but rather

unusual as regards the method of attaching the axle. The leaf springs are attached by using rubber bushes at the front and shackles at the rear, but instead of the axle casing being attached by means of U bolts, it is flexibly mounted with the help of rubber bushes attached to brackets on the springs. The road springs control the axle movement in a similar way to a normal Hotchkiss drive layout, except that they do not take torque reaction under either driving or braking conditions. To resist these forces a torque arm is bolted to the axle casing some 3in to the left of the propeller-shaft centre line. This arm extends forward for a distance of 7in in front of the spring anchorage points and is attached to the left side of the propeller-shaft tunnel.

A unit construction body and chassis are used, and the floor forms the main stress-carrying members. Box section extensions are welded to the front of the floor and bulkhead structure, and to these are attached the main and auxiliary front cross members. Extra stiffness for the main floor section is provided by the propeller-shaft tunnel pressing, a central cross member, and box section side members which also form the sills. Box section members extend back from the floor section to provide the anchorage points for the rear springs.

The basic shape of some of the major

This engine is fitted with the export version of air cleaner. A tubular shaped unit mounted parallel to the rocker cover is used for home market cars. The battery is placed on the right side of the bulkhead, while the windscreen wiper motor can be seen on the left. Both the radiator and the engine oil filler caps are easily accessible.



A universal joint interrupts the steering column. As well as providing a measure of flexibility, this unit also helps to insulate the steering wheel from road shocks and vibrations.

pressings is similar to that for another vehicle produced by the British Motor Corporation, the Wolseley Four Forty-four. However, the overall height of the car is considerably lower. Curved glass is used for the windscreen as well as the rear window to produce uniform contours.

The interior of the Magnette is particularly well trimmed and finished; the driving compartment is extremely well laid out with a three-spoke steering wheel providing a clear view of the instruments which are grouped in front of the driver; the speedometer cowl, containing more than a suggestion of the familiar M.G. octagon motif, is also placed on the centre line of the steering wheel. The remote control gear lever and central hand-brake lever are conventionally placed between the front seats, and the use of pendant pedals for the clutch and brake enables the floor to be completely sealed. A heater unit, windscreen washing equipment and twin fog lamps are all included as standard equipment.

M.G. MAGNETTE

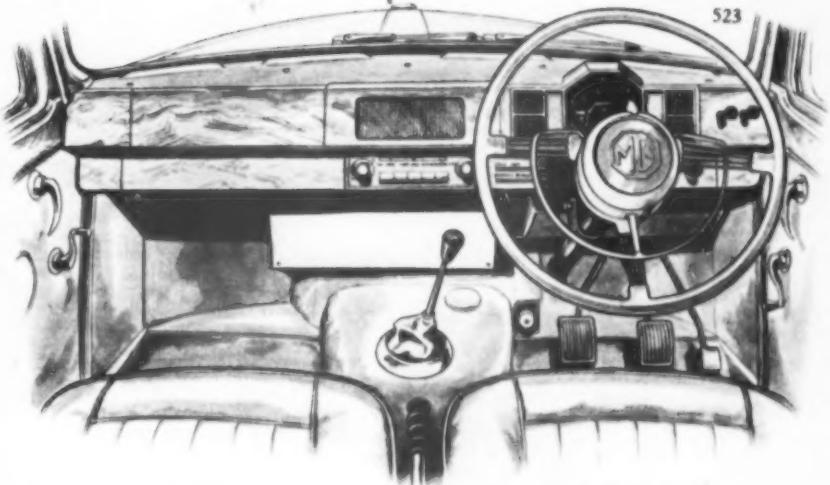
SPECIFICATION:

Engine.—4 cyl, 73.02 x 89mm (1,489 c.c.). Compression ratio 7.15 to 1. 60 b.h.p. at 4,600 r.p.m. Maximum torque 78 lb ft at 3,000 r.p.m. Three-bearing crankshaft. Heart-shaped combustion chambers. Overhead valves operated by push rods and rockers. Single side camshaft.

Clutch.—8in diameter dry single plate. Six springs. Hydraulically operated withdrawal mechanism.

Gear Box.—Overall ratios: top 4.875; third 6.698; second 10.792; first 17.745; reverse 23.204 to 1.

Final Drive.—Live axle (8:39). Ratio



A suggestion of the familiar octagon motif makes the facia unmistakably M.G. A short, central gear lever, much appreciated by keen drivers, is retained and the instruments are grouped in front of the driver. There is no central spoke at the top of the wheel to obscure the dials.

4.875 to 1. Hypoid pinion differential.

Suspension.—Front: independent, coil springs, wishbones and links. Rear: half-elliptic and torque arm. Suspension rate (at the wheel): front, 188 lb per in; rear, 144 lb per in. Static deflection: front, 4 in; rear, 4.43in.

Brakes.—Front: two-leading shoe. Rear: leading and trailing shoe. Drums (front) 10in diameter, 1½in wide. Rear: 10in diameter, 1½in wide. Total lining area: 134.4 sq in (67.2 sq in front).

Steering.—Rack and pinion.

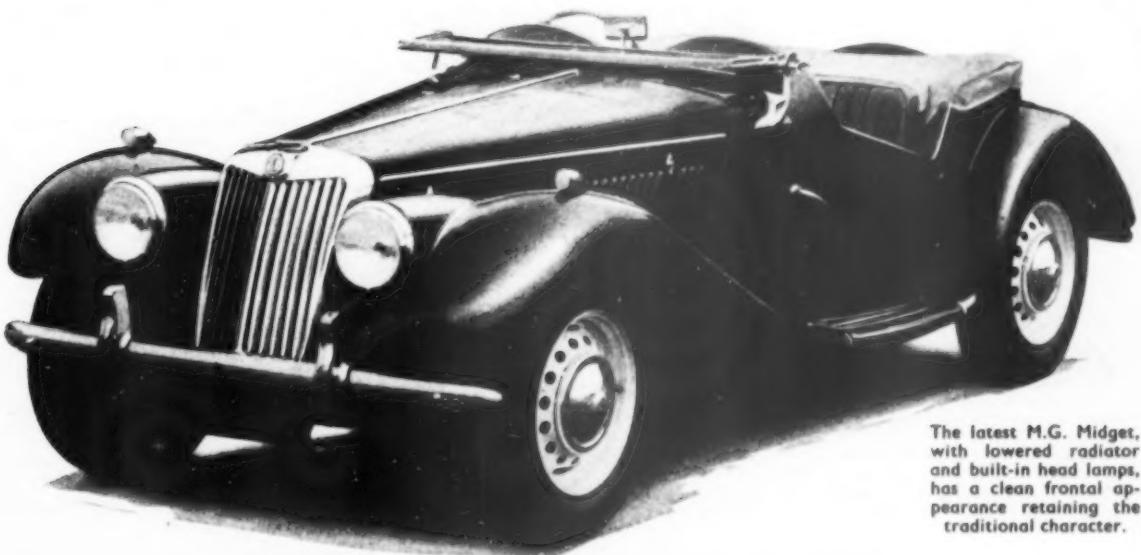
Wheels and Tyres.—5.50—15in tyres on

4—15in rims. Four-stud steel disc wheels.

Electrical Equipment.—12-volt; 51 ampere-hour battery. Head lamps, double dip, 42-36 watt bulbs.

Fuel System.—9½-gallon tank. Engine sump oil capacity 6½ pints.

Main Dimensions.—Wheelbase 8ft 6in. Track (front) 4ft 3in, (rear) 4ft 3in. Overall length 13ft 11½in. Width 5ft 1in. Height 4ft 10½in. Ground clearance 5½in. Frontal area 20 sq ft. Turning circle 37ft 6in. Weight (with 9 gallons fuel) 22 cwt. Weight distribution: 54.3 per cent front; 45.7 per cent rear. Basic price £645, plus British purchase tax £269 17s 6d. Total £914 17s. 6d.



The latest M.G. Midget, with lowered radiator and built-in head lamps, has a clean frontal appearance retaining the traditional character.

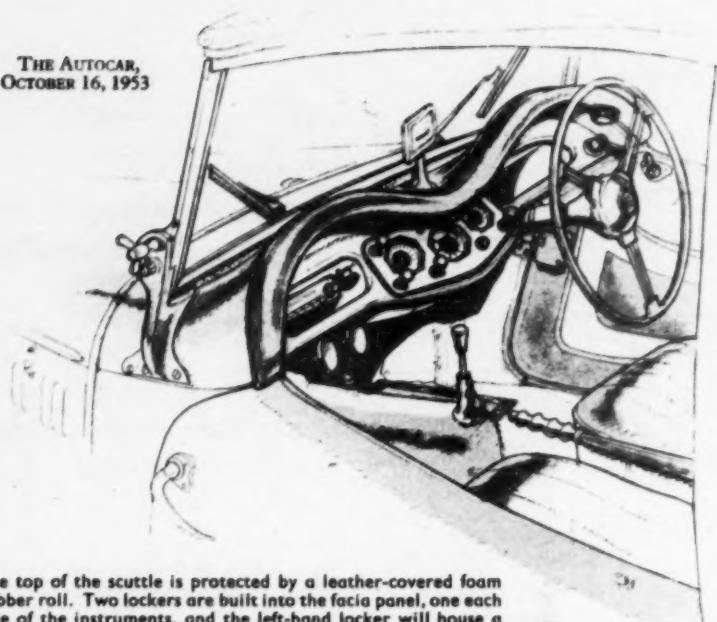
LOWERED BODY LINE FOR MIDGET

THE M.G. Midget is a car that, probably, has changed less in outward appearance than any other model over the same period of time, and it is this feature that makes the car contrast so sharply with the production models of overseas countries such as the United States of America, where the Midget is particularly popular. By these remarks it is not meant to imply that design has re-

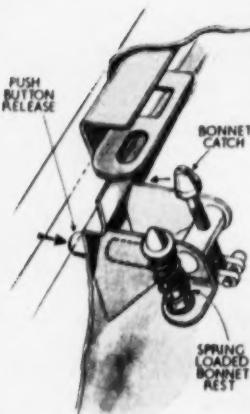
mained static since the first M.G. Midget was produced very many years ago; nothing could be further from the truth. Over the years, the model has been developed to improve its performance, handling qualities and general comfort. However, in spite of this, the main external features have remained more or less unchanged and even now the recently introduced TF model shows that the body

work has been restyled to produce a much cleaner external appearance though retaining the M.G. Midget characteristics.

In detail, the centre of the scuttle has been lowered slightly, while the radiator grille height has been reduced by over 3½in, so that the bonnet now has a marked forward slope. The front wings have also been re-styled and the head lamps are faired into the main wing pressings, instead of



The top of the scuttle is protected by a leather-covered foam rubber roll. Two lockers are built into the facia panel, one each side of the instruments, and the left-hand locker will house a radio unit if required. The horn button and direction indicator switches are placed on the right-hand side of the facia.



The windscreen wiper motor is placed below the fuel pump and just behind the rear air cleaner. Twin push button catches are used to fasten the bonnet.

By pressing the release button the bonnet catch is disengaged and the spring-loaded rest throws the bonnet clear of the catch.

being bolted to the wing stay as on previous models. The general style of the rear end has also received attention. Modifications have been made to the fuel tank and spare wheel mounting to help to tidy up the overall appearance.

The overall height is reduced by 1½ in and this should help to reduce the wind resistance and further to improve the performance of the new TF.

Although no major modifications have been made to the basic design of the mechanical components, a number of modifications have been made to the

ABINGDON ARISTOCRATS . . . continued

M.G. T.F. MIDGET

SPECIFICATION:

Engine.—4 cyl, 66.5 x 90mm (1,250 c.c.). Compression ratio 8 to 1. 57 b.h.p. at 5,500 r.p.m. Maximum torque 65 lb ft at 3,000 r.p.m. Three-bearing crankshaft. Inverted "bath tub" combustion chambers. Overhead valves operated by push rods and rockers. Single side camshaft.

Clutch.—8in diameter dry single plate. Six springs. Mechanical withdrawal mechanism.

Gear Box.—Overall ratios: top 4.875; third 6.752; second 10.09; first 17.06; reverse 17.06 to 1.

Final Drive.—Hypoid axle (8:39). Ratio 4.875 to 1. Two-pinion differential.

Suspension.—Front: independent, coil springs and wishbones. Rear: half-elliptic. Suspension rate (at the wheel): front, 74 lb per in; rear, 139 lb per in. Static deflection: front, 6.45in; rear 3.4in.

Brakes.—Front: hydraulically operated two-leading shoe. Rear: leading and trailing shoe. Drums: front, 9in diameter, 1½in wide; rear, 9in diameter, 1½in wide. Total lining area: 105 sq in (52.5 sq in front).

Steering.—Rack and pinion.

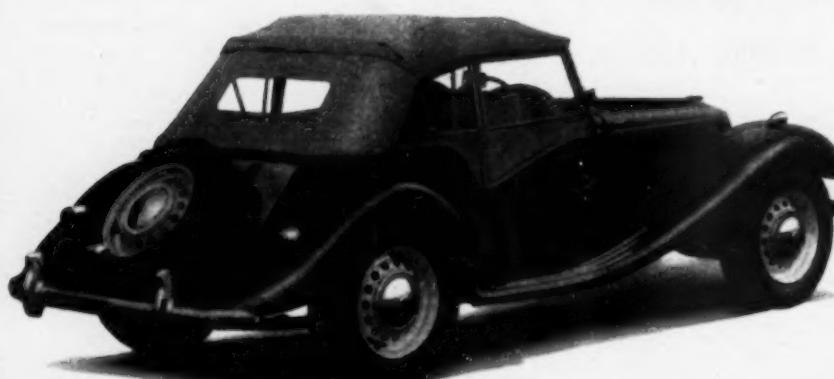
Wheels and Tyres.—4.00-15in tyres on 4-15in rims. Steel disc wheels (centre lock wire wheels, optional extra).

Electrical Equipment.—12-volt; 51 ampere-hour battery. Head lamps, 42-36 watt bulbs.

Fuel System.—12-gallon tank. Engine oil capacity 10½ pints.

Main Dimensions.—Wheelbase 7ft 10in. Track (with disc wheels): front, 3ft 11½in; rear, 4ft 2in; (with centre lock wire wheels): front, 4ft 0½in; rear, 4ft 2½in. Overall length 12ft 3in. Width 4ft 11in. Height 4ft 6½in. Ground clearance 6in. Frontal area 16.1 sq ft approximately (hood up). Turning circle 31ft 3in. Weight (with ½-gallon fuel) 17½ cwt. Weight distribution: 51.4 per cent front; 48.6 per cent rear. Basic price £550, plus British purchase tax £230 5s 10d. Total £780 5s 10d.

Modifications to the rear of the bodywork result in a cleaner appearance. Combined tail, stop and indicator lights are built into the rear wings.





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ROLLS

Silver Wraith



Coachwork by Park Ward

Rolls-Royce announce a new range of coachwork on the longer Silver Wraith chassis. Advantage has been taken of the extra length available to introduce a new beauty of line, providing, at the same time, increased accommodation for both passengers and luggage.

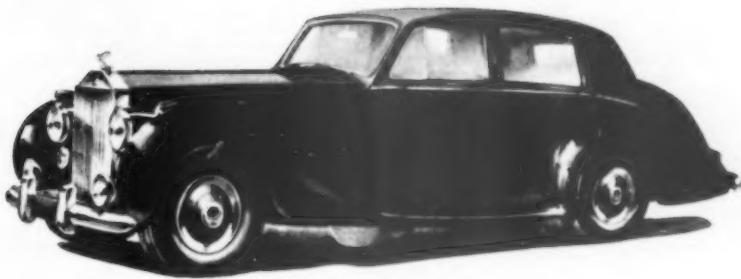


AUTOMATIC

ROLLS-ROYCE LTD. ANNOUNCE THAT THE FULLY AUTOMATIC GEARBOX

ROYCE

Silver Dawn



Coachwork by Rolls-Royce.

The Silver Dawn, now introduced, has been developed to conform with the changing needs of the times. Designed for the owner-driver who requires all that the Rolls-Royce traditionally bestows, it is fitted with 5-seater Saloon coachwork built by the Company.



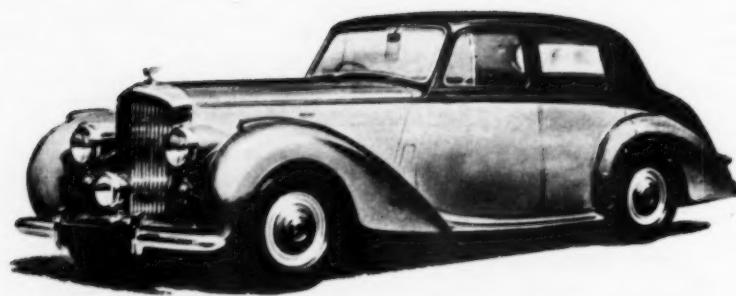
GEARBOX

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THE AUTOMATIC GEARBOX

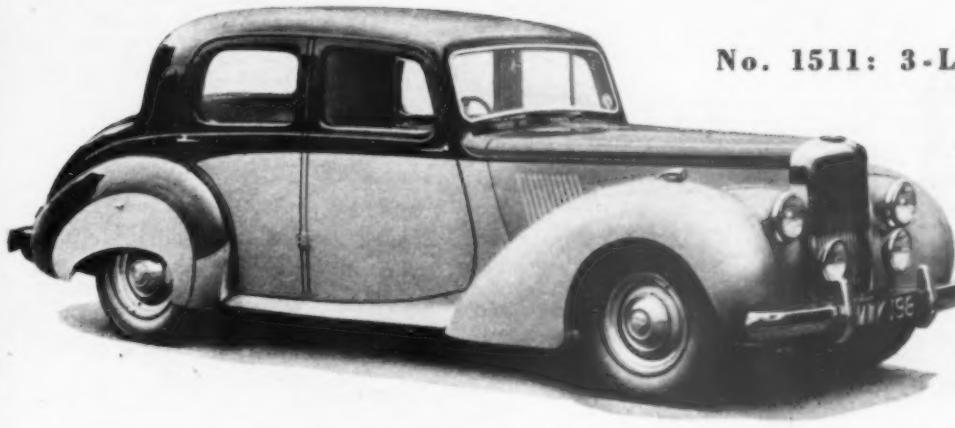


All Bentley models, with the exception of the Continental, are now available with the fully automatic gearbox.

Produced by the company as an optional fitting, it greatly simplifies driving — gear changes being carried out automatically and calling for no effort on the part of the driver in manipulating a gear lever or clutch. At the same time a measure of manual control over the gearbox is provided enabling the owner to select the method of gear control best suited to his own style of driving.



The Silent Sports Car



No. 1511: 3-LITRE ALVIS SALOON

The long bonnet gives a determined air to the coachwork in a two-tone colour scheme. The example to be seen shortly at the London Show will display subtle modifications of line. The rear wheel spats, which conform in profile to the front wings, are detachable for wheel removal and do not interfere markedly with tyre pressure checking.

The Autocar ROAD TESTS

DISCERNING members of the motoring public have always associated the name of Alvis with that of well-made products with a sporting background of no mean significance. In the history of the *marque* the famous 12-50 in its many forms was succeeded by the larger Speed Twenty and later by the 4.3-litre model. After the war the Alvis company continued with a four-cylinder Fourteen model, which later gave place to the larger 3-litre six-cylinder.

Several modifications have recently been made, as a result of which the Alvis now joins the slim and distinguished ranks of four-five-seater saloon cars which are capable of 100 m.p.h. fully equipped. What is more, this speed is achieved without the aid of any pretence to streamlining. Road Speed as distinct from the standard tyres were used when recording the maximum speed, involving sustained high-speed driving.

By using a higher geared final drive, raising the compression ratio, and altering the exhaust system, as described in more detail elsewhere in this issue, the performance has been notably increased without upsetting the flexibility. The general layout remains as it was, comprising, broadly, a stiff

box section chassis frame with coil spring independent front suspension, aided by an anti-roll bar, the six-cylinder engine fitted with S.U. carburettors, and a hypoid bevel rear axle.

Both the general appearance and the interior finishing of the body give the impression that it is a businesslike car and this impression increases as one becomes more acquainted with the performance. There are no frills and none is needed. Driving in congested traffic is made as pleasant as is possible, because the engine, in spite of its high performance, is not temperamental. But it is naturally on the open road where this Alvis is at home, and initial experience of the car makes one all the more eager to leave built-up areas behind. Main road gradients are taken in the car's stride on top gear, though often there is the inclination to drop down to third, not because it is necessary, but for the sheer enjoyment of feeling the car become even more alive. Top gear acceleration, too, is extremely brisk, and maintained well into the sixties.

A comfortable cruising speed was found to be in the region of 75 m.p.h. At this speed it seems possible to go on for ever, so effortless is the progress, although a certain amount of wind noise is evident. It is one of the cars



Left : The generously proportioned separate front seats are upholstered in good quality leather and very pleasing use is made of decorative woodwork for fillets and facia. The central gear lever is conveniently placed. Pivoting ventilator panels are fitted in the forward doors.

Right : A folding central armrest adds comfort to the deeply upholstered rear seats and an ashtray is provided in the back of each front seat. A rear window blind is fitted, controlled by a cord on the right of the driver.





Separate side lamps are fitted on the wings. The screenwiper blades park off the windscreens. The anti-roll bar is visible beneath the front bumper. Right: A viewpoint from which the Alvis has a well-balanced appearance. The rear bumper provides generous protection for the trailing edge of the wings.

ROAD TEST continued

that enjoys being hurried, with the driver and the car forming a team, which, of course, is as it should be.

The high maximum available in third gear is a very definite help towards maintaining a high average speed, without the driver getting the feeling that *he* is doing all the work. The end of a long journey comes all too quickly and one looks forward to the moment when this modern version of seven-league boots can be donned again.

For all its potentialities as a sports car, the Alvis can also be very docile and is not a fussy car in traffic. It pulls well at low speeds in top gear, although third is most useful under these conditions. A steering column gear lever would be out of place on this car and the fairly short, stiff central lever comes in a natural position. The action of changing gear is definite but rather heavy, and first gear is awkward to find at times; also, by some owners' standards, the gear box would not be considered quiet. The clutch pedal has a fair amount of travel, the engagement of the clutch being normal. The relation of the throttle to the clutch pedal is such that it is not easy to employ heel and toe gear changes, a method that occurs to one as belonging to this type of car.

The suspension is soft enough for secondary roads to arouse no comment from front or rear seat passengers if taken fast, while main road bends are taken with a feeling of safety, although slight roll is evident if the car is being

pressed. The steering has a definite amount of castor action and the driver is able to aim the car round corners with confidence, movement of the steering wheel meeting with an immediate and definite response. The two-leading-shoe brakes are even and smooth in action, but hard driving produced a certain amount of brake fade.

The separately adjustable driving seat is comfortable and well shaped, with a back rest that gives support to the shoulders. Front seat passengers were heard to comment that a grab handle would be an appreciated fitting. Through the one-piece flat windscreens, which is pleasantly close, the driver is able to see both side lamps and thus seated has a good feeling of control. The hand brake, which works well, has an umbrella-type control not quite in keeping with the character of the car; an honest-to-goodness lever would be preferable.

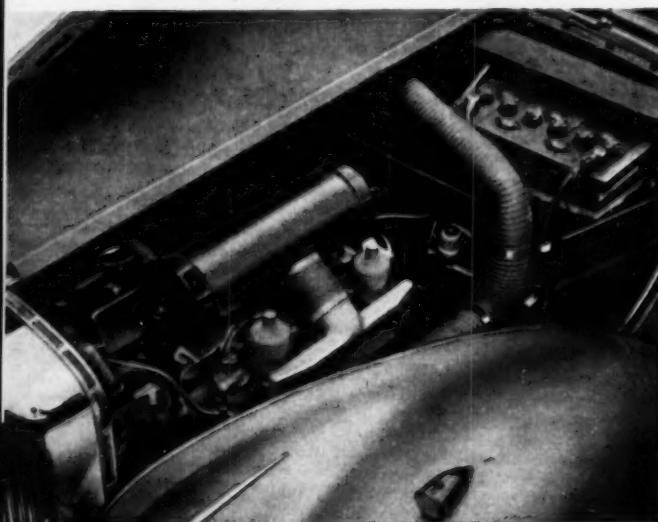
Interior Finish

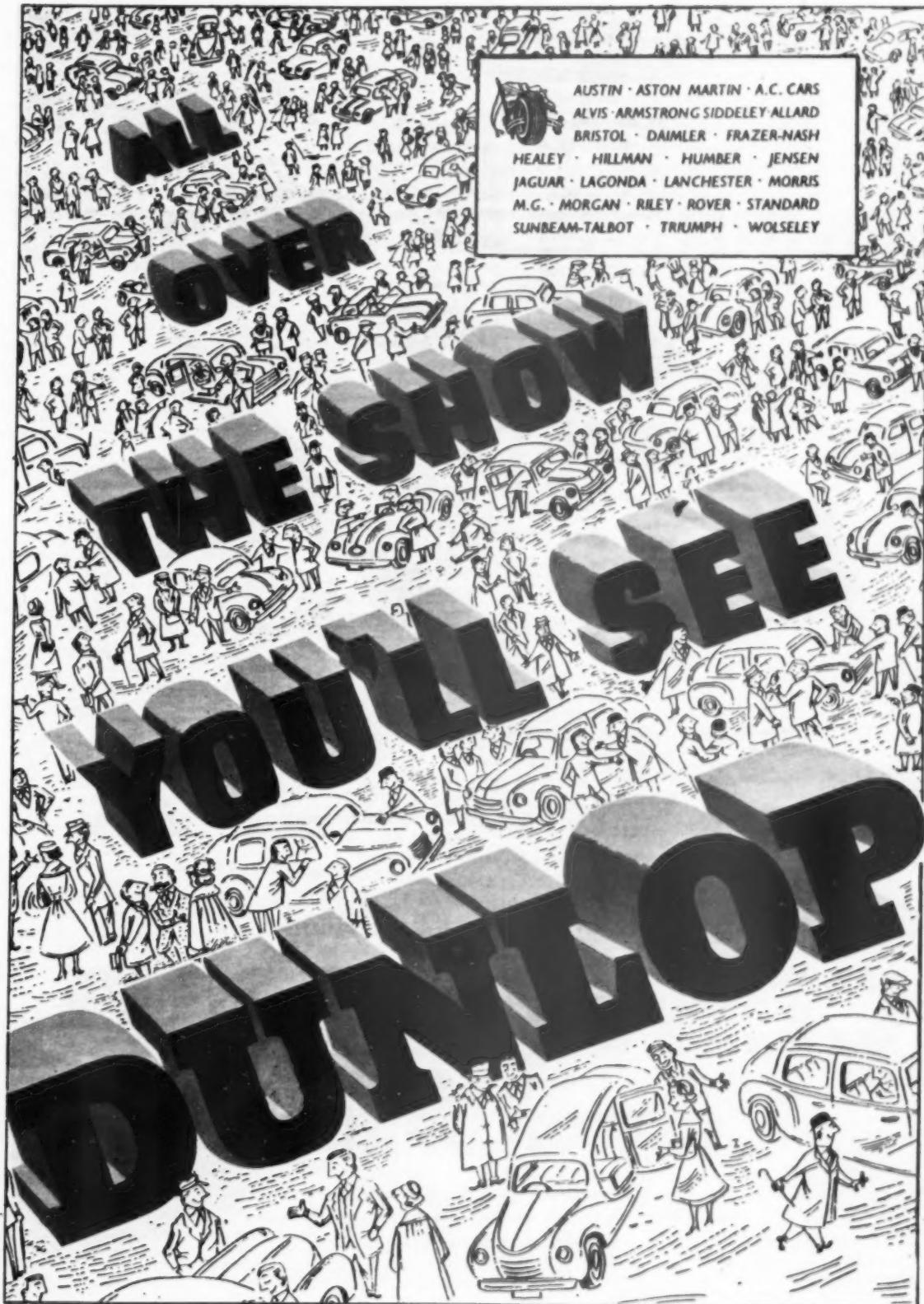
The facia panel is well laid out, with its centrally placed speedometer sunk into the woodwork; the lighting of the instruments is on the bright side. Heating and demisting equipment is fitted as standard and proves most efficient. When a radio is fitted, as on the car tested, the control panel is mounted in the right-hand corner of the facia panel, with a loudspeaker concealed in each side of the roof.

Interior finish of the body is in the best traditions, with polished wood fillets, well-finished lining panels on the doors, and map pockets incorporated in the front doors, which

Left: The battery is genuinely accessible under the left side of the centrally hinged bonnet, the side panels of which are easily removable. The fresh air lead-in for the heater and ventilator system is seen prominently.

Right: The large luggage locker has a flat unobstructed floor; tool kit, jack and other tools are housed in a small compartment on each side of the locker. The spare wheel is contained in a tray which is lowered by releasing two spring-loaded catches.





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have opening quarter lights in addition to the drop windows. A good view is obtained through the rear window, which has that excellent, though nowadays often omitted, fitting, a roll-up blind operated from just above the driver's door. Another current rarity, appreciated still by many users, is fitted—a sliding roof. The rear seat has a folding central armrest, it being possible to seat three when the armrest is folded back. The floor of both compartments is covered with good quality carpeting and is divided by the tunnel covering the gear box and propeller shaft. An interior light is placed at the rear centre of the roof, and is not as effective as it might be for the front compartment; it is controlled by a switch on the central door pillar.

Ample room is provided in the luggage locker, which has a lift-up lid and an unobstructed floor. The spare wheel is housed in a hinged tray held in position by two spring-loaded clips, accessible from the locker. Single dip head

lamps were fitted to the car tested; they proved amply powerful at all speeds. The dip switch, however, is very awkwardly placed for the left foot and one feels that detail improvement would be easy to achieve.

A side-opening bonnet allows good access to the battery and oil filter, although the dipstick handle could be longer with advantage. The distributor and sparking plugs are shrouded with an easily detachable cast aluminium cover plate. Starting from cold is achieved via an electrically operated choke, controlled by a button on the facia. The thin section, traditionally external radiator cap proved difficult to undo at times. There are twenty points on the chassis which require lubrication every 1,000 miles.

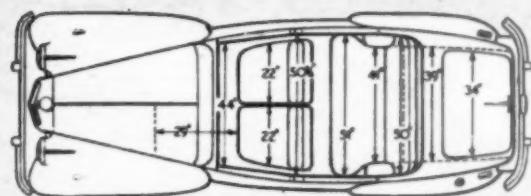
This 3-litre Alvis has many features of appeal to the motorist who requires an individual type of car which will enable him to cover long distances in speed and comfort, and on other occasions be used as a dignified town carriage.

3-LITRE ALVIS SALOON

WHEELBASE 9' 3½"
 FRONT TRACK 4' 6½"
 REAR TRACK 4' 6½"
 OVERALL LENGTH 15' 2½"
 OVERALL WIDTH 5' 6"
 OVERALL HEIGHT 5' 2½"



SEAT ADJUSTMENT



Measurements in these ½ in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncomressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	3.77	5.01	7.28	11.19
to 1	to 1	to 1	to 1	
10-30	9.6	7.1	4.9	—
20-40	8.7	6.6	4.7	—
30-50	9.3	6.6	—	—
40-60	9.6	7.4	—	—
50-70	10.5	8.8	—	—

From rest through gears to:

M.P.H.	sec
30	5.0
50	10.9
60	16.5
70	21.5
80	31.3

Standing quarter mile, 20.5 sec.

SPEED ON GEARS:

Gear	M.P.H. (normal) and max.)	K.P.H. (normal) and max.)
Top	(mean) 100.0	161
	(best) 101.1	162
3rd	70-84	113-135
2nd	45-58	72-93
1st	20-34	32-55

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90	100
True speed	9	19	28	37	49	57	68	78	88	100

TRACTION RESISTANCE: 11.3 lb per ton at 10 M.P.H.

TRACTION EFFORT:		
Pull (lb per ton)	Equivalent	Gradient
Top	251	1 in 9
Third	343	1 in 6
Second	483	1 in 4

BRAKES:	Efficiency	Pedal Pressure (lb)
80 per cent	125	
72 per cent	80	
50 per cent	50	

FUEL CONSUMPTION: 18 m.p.g. overall for 540 miles (15.7 litres per 100 km). Approximate normal range 17-21 m.p.g. (16.6-15.5 litres per 100 km). Fuel, First grade.

WEATHER: Fine, dry surface; strong breeze. Air temperature 65 degrees F. Acceleration figures are the means of several runs in opposite directions. Tractive effort and resistance obtained by Tapley meter. Model described in *The Autocar* of March 17, 1950, and October 16, 1953.

DATA

PRICE (basic), with saloon body, £1,285. British purchase tax, £536 10s 10d. Total (in Great Britain), £1,821 10s 10d. Extras: Radio, £53 8s 2d. Heater, standard.

ENGINE: Capacity: 2,993 c.c. (182.6 cu in). Number of cylinders: 6. Bore and stroke: 84 x 90 mm (3.307 x 3.543 in). Valve gear: Overhead, push rods. Compression ratio: 8.0 to 1. B.H.P.: 100 at 4,000 r.p.m. (B.H.P. per ton laden 58.8).

Torque 163 lb ft at 2,000 r.p.m. M.P.H. per 1,000 r.p.m. on top gear, 20.52. WEIGHT (with 5 gals fuel), 29½ cwt (3,346 lb). Weight distribution (per cent) 49.5 F; 50.5 R. Laden as tested: 34 cwt (3,809 lb). Lb per c.c. (laden): 1.27.

BRAKES: Type: F, Two-leading shoe. R, Leading and trailing shoe. Method of operation: F, Hydraulic. R, Hydraulic. Drum dimensions: F, 11 in diameter; 2½ in wide. R, 11 in diameter; 2½ in wide. Lining area: F, 94.5 sq in. R, 94.5 sq in (111 sq in per ton laden).

TYRES: 6.00-15in. Pressures (lb per sq in): F, 26; R, 30 (normal). F, 32; R, 36 (for fast driving).

TANK CAPACITY: 14.3 Imperial gallons (reserve 1 gallon). Oil sump, 12 pints. Cooling system, 24 pints.

TURNING CIRCLE: 39 ft 6 in (L and R). Steering wheel turns (lock to lock): 3½.

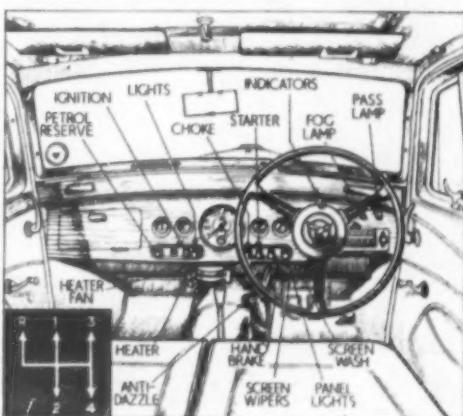
DIMENSIONS: Wheelbase, 9 ft 3½ in. Track: F, 4 ft 6½ in; R, 4 ft 6½ in. Length (overall): 15 ft 2½ in. Height: 5 ft 2½ in. Width: 5 ft 6 in.

Ground clearance: 7½ in. Frontal area: 23 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 64 ampere-hour battery.

Head lights: Single dip, 36-42 watt.

SUSPENSION: Front, independent; coil springs and wishbones, with anti-roll bar. Rear, half-elliptic.



NEW CARS AT THE SHOW

RILEY TRANSFORMATION

2½-LITRE BECOMES PATHFINDER : DETAIL STYLING CHANGES IN 1½-LITRE

THE Pathfinder is the name given to the latest Riley, and although it still employs the well-known 2½-litre four-cylinder engine, the car itself is completely new from bumper to bumper, and the model that will be seen at Earls Court has a straightforward, smooth-contoured appearance.

In spite of the attention that has obviously gone into the planning of this elegant coachwork, the chassis design has in no

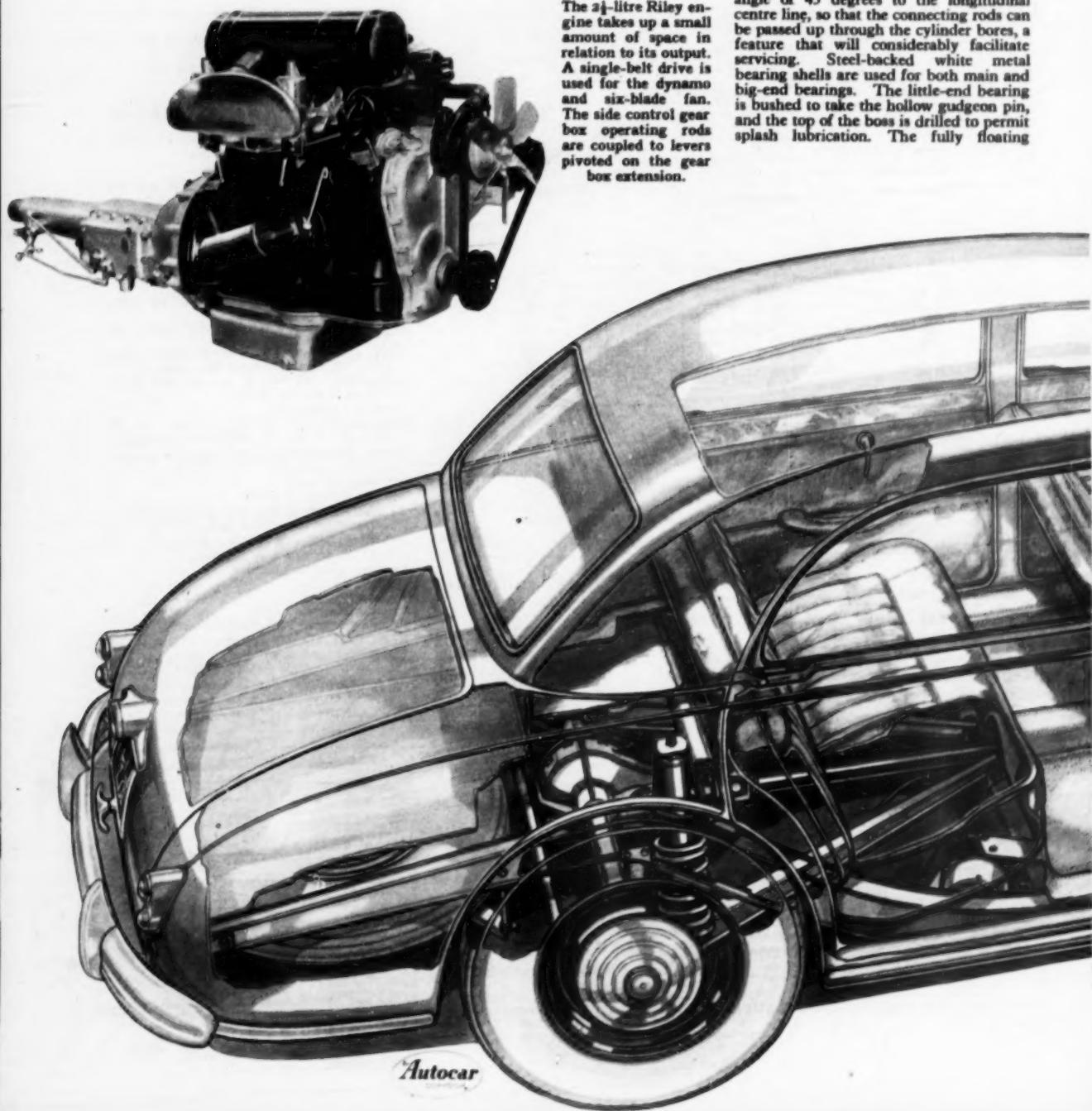
way been made to take second place. As was its predecessor, the car is provided with an ample track and wheelbase.

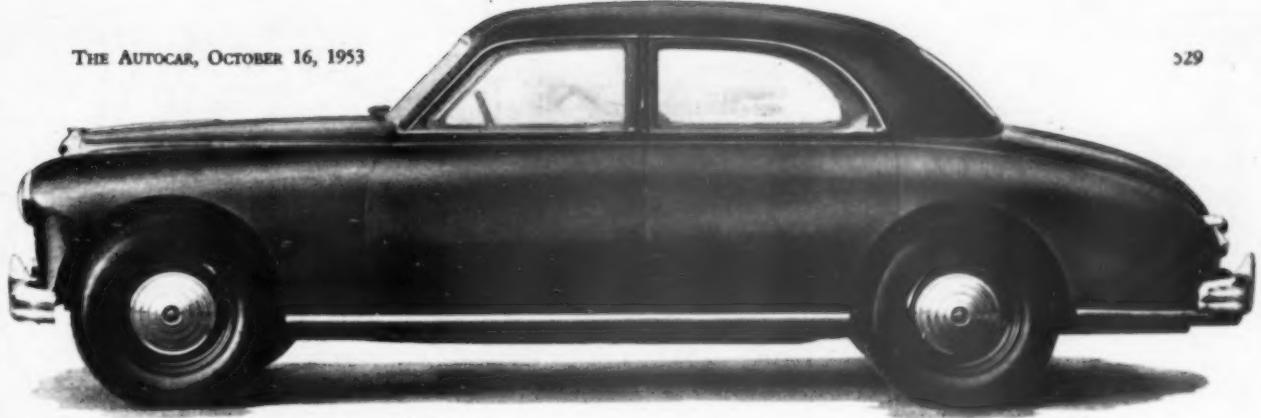
Modifications have been made to the power unit to assist installation, and others have been incorporated to improve the efficiency or accessibility of the working parts. The engine has a combined cylinder block and crankcase of large dimensions, which extends down some 3½ in below the crankshaft centre line.

Water jackets surround the cylinder bores for their entire length, although there is a relatively small water space between the pairs. The crank chamber is stiffened by a central web which supports the crank-shaft centre main bearing. The crank-shaft has integral balance weights on each side of the centre main bearing, and on the insides of the outer main bearings, and the crank pins are bored to save weight.

The connecting rods have been modified, and the big-ends are now split at an angle of 45 degrees to the longitudinal centre line, so that the connecting rods can be passed up through the cylinder bores, a feature that will considerably facilitate servicing. Steel-backed white metal bearing shells are used for both main and big-end bearings. The little-end bearing is bushed to take the hollow gudgeon pin, and the top of the boss is drilled to permit splash lubrication. The fully floating

The 2½-litre Riley engine takes up a small amount of space in relation to its output. A single-belt drive is used for the dynamo and six-blade fan. The side control gear box operating rods are coupled to levers pivoted on the gear box extension.





The Riley Pathfinder has a smooth body style. There is a bright rubbing strip along the sides and semi-circular wheel arches expose both the front and the rear wheels.

gudgeon pin is located by circlips, and the gudgeon pin bosses in the piston are cross drilled to assist lubrication. The light-alloy piston is very well ribbed internally.

The well-known Riley method of valve operation is still retained; this consists of twin high camshafts, short push rods and rockers. The camshafts are supported by three bearings and are driven by means of duplex chains from the crankshaft. A gear in the centre of the right-hand side

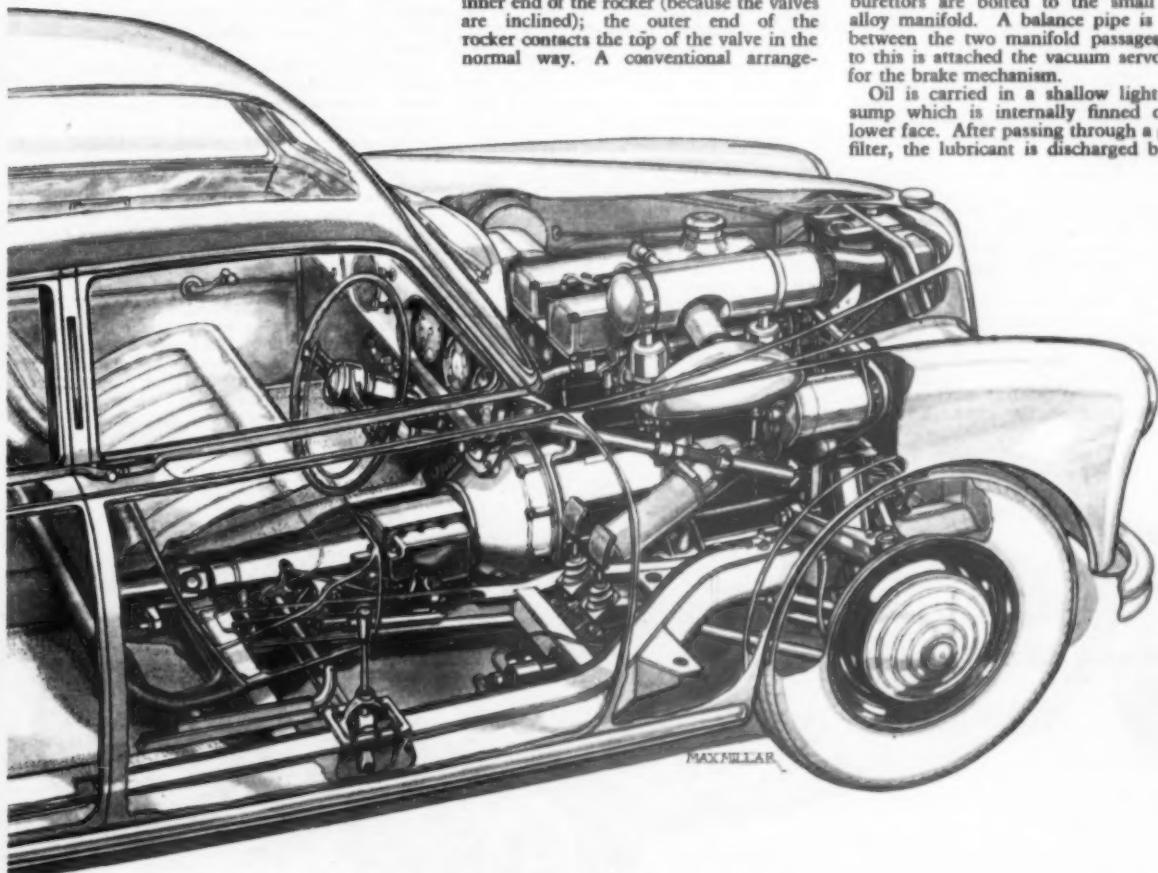
camshaft engages with a second gear which drives a vertical shaft, the lower end of which drives the double gear type oil pump, while a short extension at the top of the shaft drives the tachometer (rev counter). A similar gear on the front of the same camshaft drives the distributor.

Piston-type tappets operate direct in the cylinder block casting and are inclined slightly towards the centre of the engine. The upper end of the push rod has a hemispherical seating to house the tappet adjusting screw which is placed in the inner end of the rocker (because the valves are inclined); the outer end of the rocker contacts the top of the valve in the normal way. A conventional arrange-

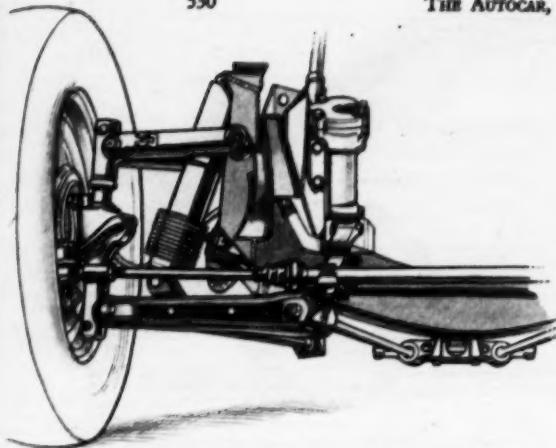
ment of split collets and inner and outer valve springs is used for both the inlet and the exhaust valves. Fully machined hemispherical combustion chambers are employed and particular attention is paid to the porting to ensure unrestricted gas flow.

The cylinder head has been modified so that each inlet port is surrounded by a water jacket to provide the mixture with a certain amount of pre-heating, a feature that was previously accomplished by means of a water jacket round the inlet manifold. Twin side draught S.U. carburetors are bolted to the small light alloy manifold. A balance pipe is fitted between the two manifold passages, and to this is attached the vacuum servo pipe for the brake mechanism.

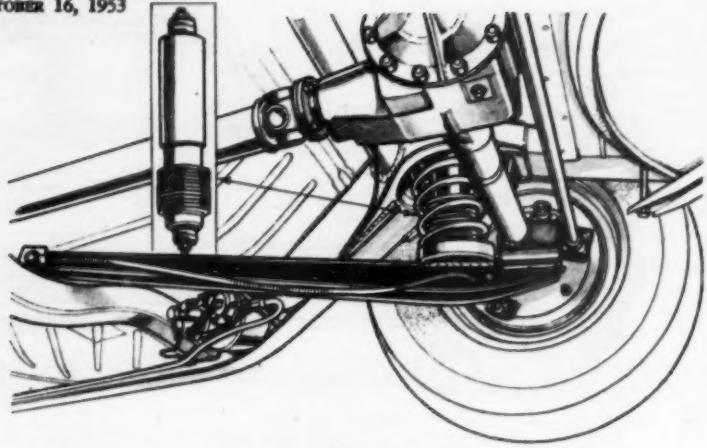
Oil is carried in a shallow light-alloy sump which is internally finned on its lower face. After passing through a gauze filter, the lubricant is discharged by the



A conventional rigid frame carries a full-width body on the new Pathfinder. There is a right-hand gear change and the hydraulic brakes are Servo assisted. Front independent suspension is by torsion bars and wishbones and the rear springs are coil. Axle location is by two torque arms and a Panhard rod.



Upper and lower trunnion blocks provide large bearing areas for the front axle swivel pins. The steering levers and three-piece track rod run in front of the axle centre line.



Inclined torque arms and Panhard rod locate the rear axle. The telescopic dampers which are placed inside the main suspension coil springs are finned to assist cooling. The brake servo mechanism can be seen behind the right-hand torque arm.

RILEY TRANSFORMATION

continued

double gear pump into a tubular duct which surrounds the oil pump drive shaft guide tube. From the top of this duct the oil is passed through a full-flow filter and into the main gallery to lubricate the engine bearings in the normal way. The overhead valve gear is lubricated by means of cross drillings in the hollow rocker shaft, and the inverted piston-type tappet is cross-drilled at its lower end to permit the escape of oil which runs down the push rod.

A V pulley mounted on the front end of the crankshaft drives a single belt which operates the dynamo, fan and water pump. The pump housing is bolted to the front end of the cylinder block. In place of a normal type of single impeller pump, a dual impeller is used so that there are in fact two pump-circulated systems, one to cool the engine, and the other to operate the heater. The front impeller is in the main cooling circuit, and coolant from the outlet side of its casing is piped direct to the cylinder head. After circulating around the ports and sparking plug bosses, the coolant passes through the thermostat chamber and out to the radiator. The by-pass port in the thermostat housing connects with the intake duct on the second impeller,

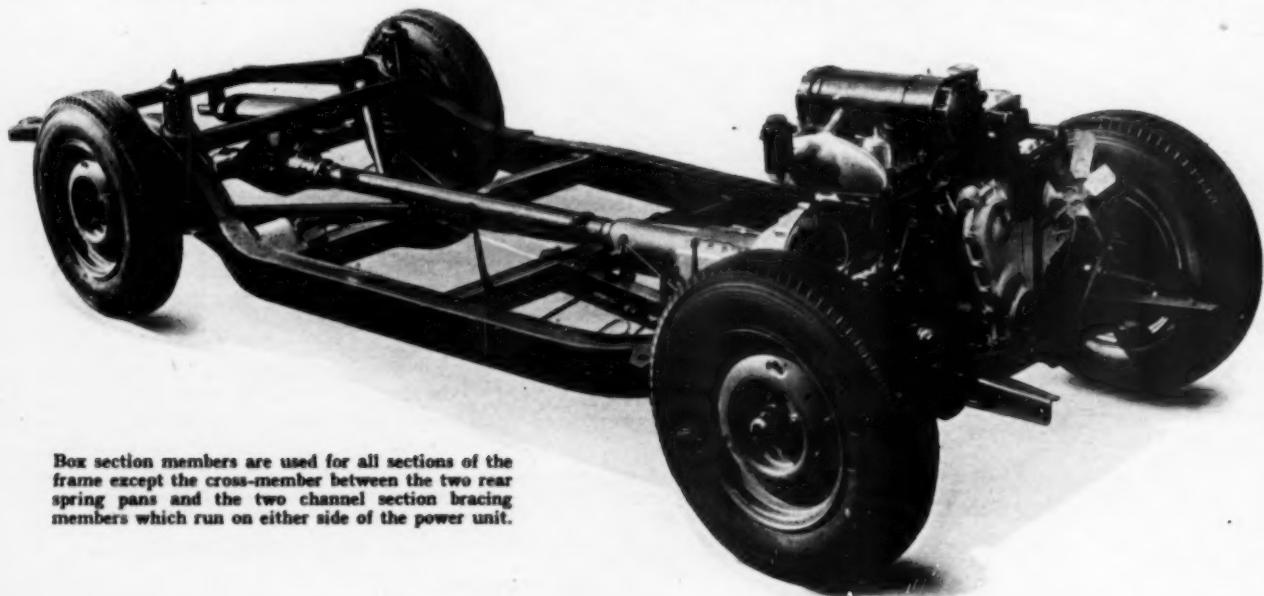
which circulates hot water to the car heating system.

A 10in diameter dry single-plate clutch (the housing of which is bolted to the two-piece flywheel) transmits the drive to the four-speed and reverse gear box. A mechanical linkage is employed to operate the clutch, and as well as compensating for engine movement (owing to the use of rubber mountings) it also provides a variable leverage so that the load required to operate the clutch is constant throughout the range of pedal travel. Unlike the previous box, which had top control with a short remote control lever, the new box has side control and the cover plate is mounted on the right-hand side of the casing. A light-alloy rear extension is attached to the cast-iron gear box housing, and this extension has cast-on lugs which form bearings for the operating mechanism which is coupled to the side gear change lever. The rear extension also encloses the sliding portion of the propeller-shaft.

The rear end of the propeller-shaft is connected to the hypoid bevel final drive unit. This is contained in a two-piece axle casing, the right-hand portion carrying the nose piece and housing for the opposed taper roller pinion bearings, and the left-

hand portion the ball race which supports the left-hand side of the differential assembly. A two-pinion differential is used and thrust washers are provided for both sun and planet wheels. The inner race of the double row wheel bearing is pressed on to the axle tube and held in place by means of a lock-nut, the outer race being pressed in to the axle hub and attached to the flanged half shaft by means of bolts.

The chassis frame comprises two box-section side-members which start at the front cross-member, where they are approximately 26in apart, and after providing the necessary wheel clearance these members are swept out so that the frame is 58in wide at its broadest part, which is at the third cross-member. The width is then reduced to some 44in by the fourth cross-member position, again to provide wheel clearance, the remainder of the frame being parallel as far as the rear cross-member. Two additional channel section members run from the front cross-member back to the second cross-member. The front suspension attachment points are also set so that the wishbones have a rearward trail. The torsion bars used for the front suspension therefore converge towards the chassis



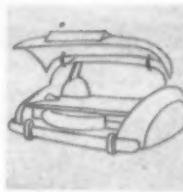
Box section members are used for all sections of the frame except the cross-member between the two rear spring pans and the two channel section bracing members which run on either side of the power unit.

The Pedigree Car with the Jet-Bred Engine

The new Armstrong Siddeley Sapphire has the performance of a very fast car—the appearance and appointments of a luxury carriage. The engine is a new 120 B.H.P. 'square type'—built on the same production lines as the Sapphire jet that powers the world's fastest aeroplanes. Top speed is 95 m.p.h., acceleration is very responsive, yet fuel consumption is amazingly low—over 20 m.p.g.! Special anti-roll bars are fitted front and rear to give far faster, and safer cornering. Gears may be either synchromesh or new "Selectric". Both give ready racing changes. Externally, the lines of the coachwork are sweeping and elegant. Inside, the fittings are quietly luxurious . . . with deep-piled carpets, polished walnut panelling, finely grained hide upholstery. The price is £1,215 plus £507 P.T., total £1,722. "Selectric" gearbox £43 extra. You will find the Sapphire at your local showroom, ready for your inspection and your demonstration drive. After you have driven it you too will agree "There is no finer car on the road today than the Armstrong Siddeley Sapphire".



Anti-roll bars
... for smooth
cornering.



Extra large boot . . . holds all
family's luggage.



New 120 B.H.P.
"Square-type" engine.—
top speed 95 m.p.h.—
amazing fuel economy,
over 20 m.p.g.



ARMSTRONG SIDDELEY

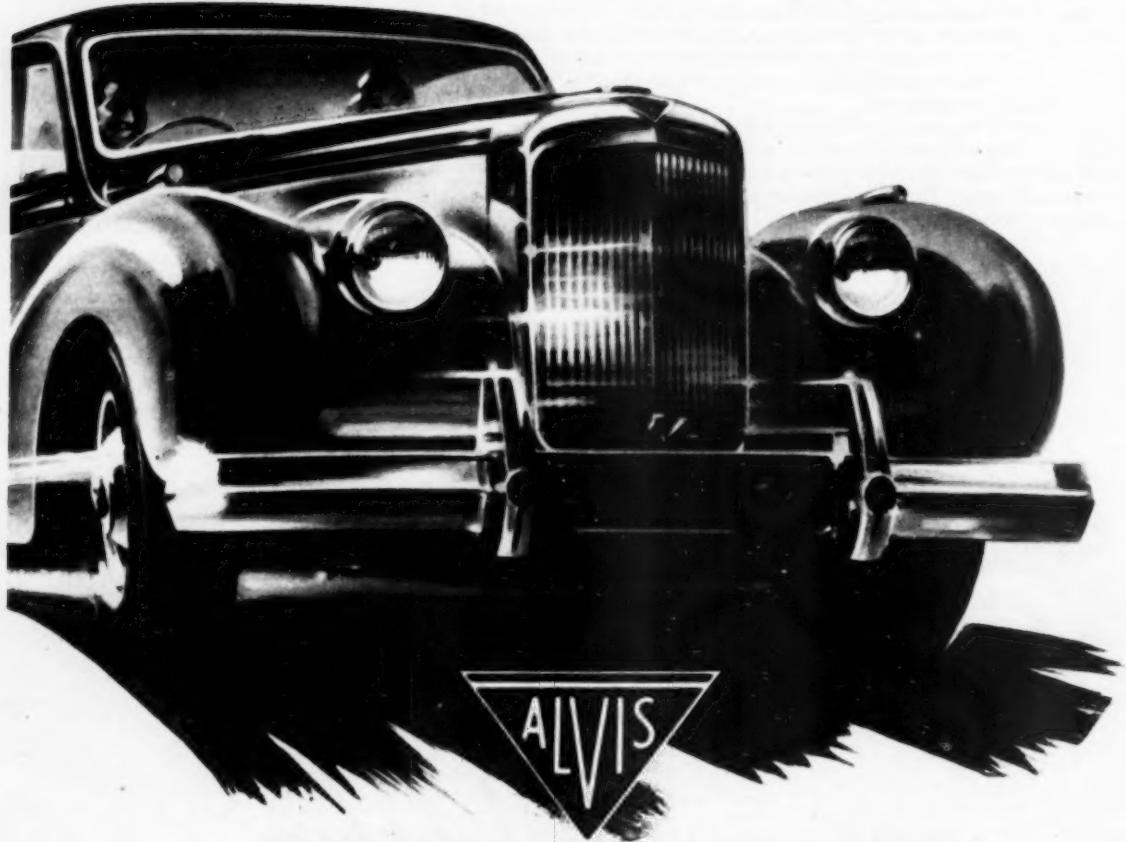
Sapphire

38TH INTERNATIONAL MOTOR SHOW, EARLS COURT / 21ST—31ST OCTOBER—VISIT STAND NO. 167

MEMBER OF THE HAWKER SIDDELEY GROUP / PIONEER...AND WORLD LEADER

One of the great names in motoring..

ONE of the very few left in the truly great tradition of sports cars . . . It is for the born driver that the Alvis is made, the man for whom the sheer joy of driving is what matters most. The Alvis is made for the man who wants a car, not merely to own, but to drive . . . to drive hard and far, knowing that no day can be too long, no task too much, for this great-hearted car . . .



ALVIS

MOTOR SHOW STAND No. 131

ALVIS LIMITED · COVENTRY

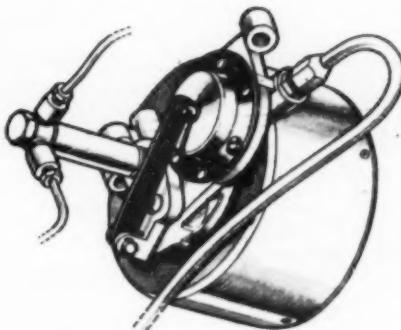
RILEY TRANSFORMATION

continued

centre line, and are anchored at the rear by means of a bridge plate which additionally provides the mounting point for the rear of the power unit.

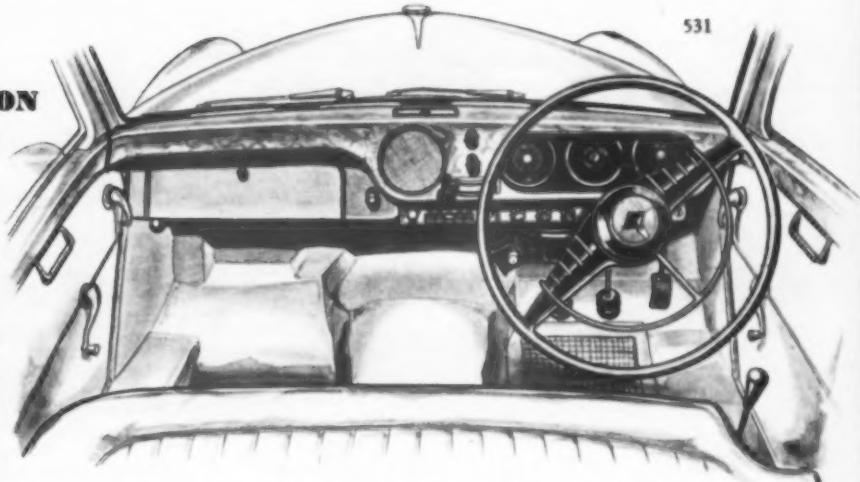
The front suspension utilizes an upper wishbone assembly comprised of two Z section pressings with rubber bushes at both the inner and the outer fulcrum points. In place of a bottom wishbone, a lower link is used. A brake torque reaction strut is attached to the lower link arm forging and runs diagonally back to the frame, to which it is flexibly mounted by means of rubber bushes. This strut reduces any tendency for castor angle change under conditions of heavy braking. Both the upper and lower trunnion blocks are bored and screwed to take the plain and screwed portions on each end of the swivel pin. The main stub axle forging, complete with steering lever attachment lug, is pressed on to the swivel pin. It is provided with a four-bolt flange for the attachment of the brake back plate. Ball races support the hubs and are held in place by means of a nut on the screwed end of the stub axle.

A somewhat unusual system of three-piece track rod and idler lever is used for the steering mechanism, the steering and idler lever arms being pivoted to the centre portion of the track rod, while the outer track rods are pivoted by means of ball joints in line with the axis of the centre section of the track rod.



The vacuum-operated servo unit incorporated in the hydraulic braking system of the 2½-litre Riley Pathfinder.

At the rear the suspension embodies a live axle located by means of two inclined torque arms and a Panhard rod, coil springs being used to support the weight. Rubber blocks are placed between the torque arms and their axle casing attachment points to prevent metal-to-metal contact. Rubber bushes are used for the inner attachment points where the radius arms meet the chassis. As well as reducing noise, the use of rubber permits a certain degree of flexibility. If one wheel rises, the torque arms will tend to twist as well as pivot and the torsional rigidity of these components will influence the roll stiffness of the car. Telescopic dampers are placed inside the suspension springs and are attached to the torque arms at the bottom and to a housing welded to the frame at the top. The lower section of the damper housing is finned to reduce the working



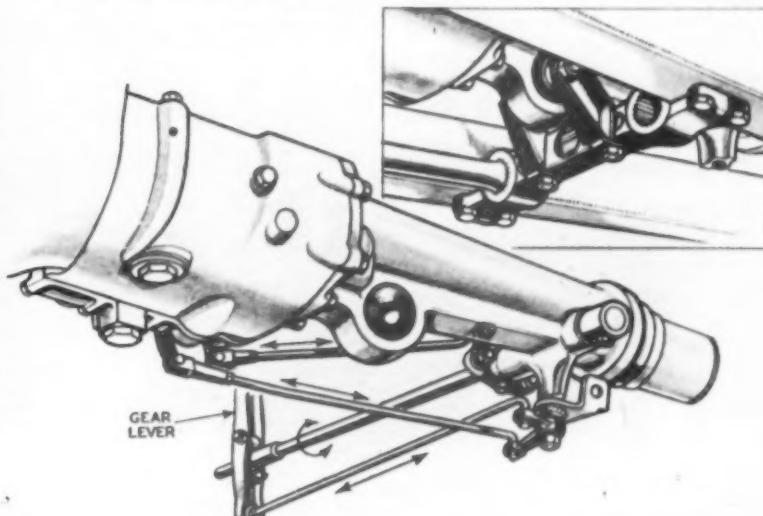
The instrument panel and driving compartment generally are very well arranged. The driver has a clear view of the instruments through the two-spoke steering wheel. Note the right-hand position for the remote control gear lever.

temperature of the fluid and improve the performance of the unit.

The body is of the four-door, four-light type, and steel pressings are used for all the structural members. The inner wing valances are attached to the front scuttle structure, and these are coupled at the front end by the assembly which carries the radiator. The outer wing panels are fitted to the valances by means of bolts, a feature that facilitates repair in the case of accidental damage. A one-piece pressing is used for the main roof section. The main floor level is substantially below the height of the sills; consequently it is necessary to step down into the car. This low floor level results in a considerable tunnel in the centre of the front and rear compartments. The most interesting departure from standard is the position of the gear change lever. This is located on the floor to the right-hand side of the driving seat, and the front compartment cushion is cut away to provide an adequate amount of manipulation clearance. The visible portion of the lever is not more than nine inches long and it carries a neat plum-shaped knob with each gear position clearly indicated.

The driving compartment is neatly arranged and extremely well appointed. The single bench-type front seat will permit three persons to be carried if desired

A simple system of links and levers provides a right-hand control position for the gear lever. A single bracket provides the anchorage point for both front torsion bars and also supports the rear end of the power unit, which is flexibly mounted by means of a rubber bush fitted inside a lug cast on the gear box rear extension.



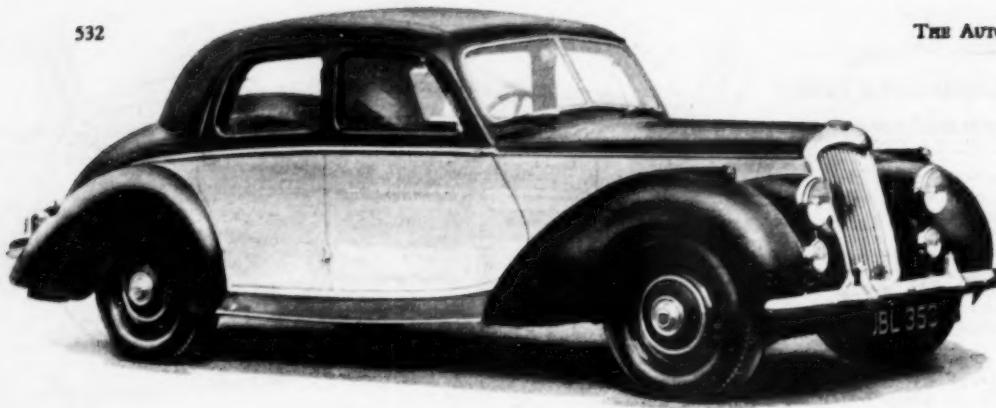
and the high quality upholstery will no doubt allow this to be done in reasonable comfort.

The clutch, brake and throttle pedals are conveniently positioned and the dip switch is suitably located on the right-hand side of the bell housing cover. The instruments are grouped on the facia panel directly in front of the driver, and are deeply recessed to prevent reflection, in the windscreen at night.

The radio is located in the centre of the facia panel beneath the loudspeaker, which is actually set in the panel. A capacious and usefully placed glove locker occupies the space in front of the passenger and the entire layout of the facia blends artistically with the pleasant interior.

The two-spoke steering wheel of very modern design carries a half-moon horn ring, and the absence of a third spoke allows unrestricted observation of the instruments. The umbrella-type hand brake lever is situated to the left of the steering column.

The standard of finish throughout the car is particularly good and there is little doubt that this entirely redesigned Riley will live up to the performance that has been the exceptional feature of this *marque* for many years, and still further enhance its reputation.



The new wing and body style blend well with the familiar 1½-litre Riley coachwork. The hinged ventilator—an optional extra—is fitted to the front doors.

RILEY TRANSFORMATION . . . continued

Traditional features are fully retained in the smaller car in the Riley range—the very successful 1½-litre. This car is a traceable descendant of the Riley Nine, and has such classic features as a separate chassis frame of side- and cross-members, coachbuilt bodywork and traditional appearance. The overhead-valve engine—a willing performer capable of holding its tune over many thousands of miles—develops 55 b.h.p. and is notable for its ability to revolve at very high rates without valve bounce; it is an engine in which the connoisseur delights.

Transmission is through a four-speed synchromesh gear box and an open propeller-shaft to a hypoid semi-floating rear axle. The latest modifications to this model (before those at present being reviewed) were concerned with the transmission, the torque tube being dropped and the gear ratios raised to give lower gearing overall. Rack and pinion steering, quite high-gearied, is notable for its precision and the hydraulic brakes are ample for the performance. Torsion bar independent suspension is employed.

Described by the manufacturers as the "New Look 1½-litre," the car has now been given a face-lift and, although it still retains its well-known rakish line, detail modifications have been made to the body to improve the appearance. At first glance it is difficult to see just what has been altered, as the modifications have been well blended into the original basic style, but closer examination reveals that both the front and rear wing treatment has been altered; in place of the sweeping front wings and built-in running boards, a shorter and more rounded wing pressing is used, while the sill pressing, now used in place of the running board, permits easier access to the car as well as providing a cleaner appearance. Detachable panels have been added to enclose the rear wheels.

The body interior makes no pretence to seat more than five at the outside, and is really a comfortable four-seater. The separate front seats are upholstered in leather, as is the back seat, which is capable of division by a wide folding arm rest. There are folding arm rests on the doors. Woodwork is extensively used on facia and door cappings and the instrument layout is complete in terms of oil pressure gauge, ammeter and coolant thermometer.

Luggage is stowed in a locker of large capacity in the long tail, though the shape of the locker is shallow and the owner needs to bear the fact in mind when purchasing his suitcases. Under the floor of the locker the spare wheel is stowed and is extracted through a separate lid between the bars of the duplex rear bumper.

Optional triangular ventilating panels for the front window can improve the ventilation control, and door pockets have been provided on the front doors at the bottom.

Optional extras also include radio and a badge bar. A fresh-air heating unit is fitted as standard.

RILEY PATHFINDER SPECIFICATION

Engine.—4 cyl, 80.5 x 120 mm (2,443 c.c.). Compression ratio 7.25 to 1. 102 b.h.p. at 4,400 r.p.m. Maximum torque 136 lb ft at 3,000 r.p.m. Three-bearing camshaft. Hemispherical combustion chambers. Overhead valves operated by short push rods, rockers and twin camshafts.

Clutch.—Borg and Beck dry single plate; 10 in diameter; 12 springs. Mechanical withdrawal mechanism, incorporating progressive ratio device.

Gear Box.—Overall ratios: Top, 4.1; third, 5.88; second, 8.446; first, 13.59; reverse, 18.42 to 1.

Final Drive.—Hypoid bevel (10:41). Ratio 4.1 to 1. Two-pinion differential.

Originally the lower parts of the front doors of the 1½-litre were covered with carpet material. These have now become useful map pockets.

Suspension.—Front: independent (8 deg semi-trailing wishbones, links and torsion bars). Telescopic spring dampers. Rear: coil springs, radius arms, and Panhard rod. Telescopic spring dampers. Suspension rate (at the wheel): front, 158 lb in; rear, 184 lb in. Static deflection: front, 5.5 in; rear, 4.5 in.

Brakes.—Hydraulically operated, servo assisted. Two trailing shoe, front. Leading and trailing shoe, rear. Drums: 12 in diameter, 2½ in wide front; 12 in diameter, 2½ in wide rear. Total lining area: 202.5 sq in (103.5 sq in front).

Steering.—Bishop cam.

Wheels and Tyres.—6.70—16 in tyres on 5.00—16 in rims. Five-stud steel disc wheels.

Electrical Equipment.—12-volt; 64-ampere-hour battery. Head lamps, 42-36 watts.

Fuel System.—13-gallon tank. Oil capacity 12½ pints.

Main Dimensions.—Wheelbase 9 ft 5½ in; track, front 4 ft 6 in, rear 4 ft 6½ in. Overall length 15 ft 3½ in; width 5 ft 6 in; height 4 ft 11 in. Ground clearance 6½ in. Frontal area: 20.5 sq ft. Turning circle 34 ft 9 in. Weight (with 13 gallons fuel) 30½ cwt. Weight distribution, 53.5 per cent front, 46.5 per cent rear.

Price.—Basic, £975; British purchase tax, £407 7s 6d. Total, £1,382 7s 6d.

RILEY 1½-LITRE SPECIFICATION

Engine.—4 cyl, 69 x 100 mm (1,496 c.c.). Compression ratio 6.8 to 1. 55 b.h.p. at 4,500 r.p.m. Maximum torque 78 lb ft at 2,500 r.p.m. Three-bearing crankshaft. Hemispherical combustion chambers. Overhead valves operated by push rods, rockers and twin camshafts.

Clutch.—Borg and Beck dry single-plate 8 in; 6 springs. Mechanical withdrawal mechanism.

Gear Box.—Overall ratios: Top, 5.125; third, 7.585; second, 11.736; first, 20.372; reverse, 20.372 to 1.

Final Drive.—Hypoid bevel (8:41). Ratio 5.125 to 1. Two-pinion differential.

Suspension.—Front: independent, wishbones with torsion bars; telescopic spring dampers. Rear: half-elliptic; telescopic spring dampers. Suspension rate (at the wheel): front, 140 lb in; rear, 130 lb in. Static deflection: front, 4.96 in; rear, 5.85 in.

Brakes.—Hydraulically operated two-leading shoe, front. Leading and trailing shoe, rear. Drums: 10 in diameter, 1½ in wide front; 10 in diameter, 1½ in wide rear. Total lining area: 130.4 sq in (68.3 sq in front).

Steering.—Rack and pinion.

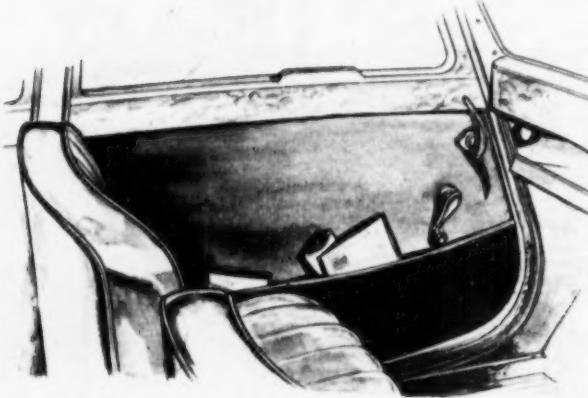
Wheels and Tyres.—5.75—16 in tyres on 4.50—16 in rims. Five-stud steel disc wheels.

Electrical Equipment.—12-volt; 51-ampere-hour battery. Head lamps, 42-36 watts.

Fuel System.—13-gallon tank. Oil capacity 10 pints.

Main Dimensions.—Wheelbase 9 ft 4½ in; track, front 4 ft 4½ in; rear 4 ft 4½ in. Overall length 14 ft 11 in; width 5 ft 3½ in; height 4 ft 11 in. Ground clearance 7 in. Frontal area: 19.8 sq ft. Turning circle 30 ft 0 in. Weight (with 13 gallons fuel) 26 cwt 16 lb. Weight distribution: 48.5 per cent front, 51.5 per cent rear.

Price.—Basic, £850; British purchase tax, £355 5s 10d. Total, £1,205 5s 10d.



STAND NO.
289

MOTOR SHOW
EARLS COURT

right
round the World
there's ...

GIRLING

THE BEST BRAKES IN THE WORLD

service—*Way Out Ahead*→

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM · 11

KEY TO MAP

GIRLING SERVICE OPERATES IN EVERY COUNTRY
WHERE A FLAG IS SHOWN

The complete list of Authorised Service Agents can be obtained from
Girling Ltd., Kings Road, Tyseley, Birmingham, 11

Argentina	Gambia	Sierra Leone
Bahamas	Gold Coast	Sudan
Barbados	Costa Rica	Panama
Bermuda	Cuba	Paraguay
Brazil	Curacao	Peru
British Columbia	Dominican Republic	San Salvador
British Guiana	Dutch Guiana	Trinidad & Tobago
British Honduras	Ecuador	United States of America
Chile	Guatemala	Uruguay
Colombia	Jamaica	Venezuela
Canada	Mexico	
Belgium & Luxembourg	Nicaragua	
Canary Islands	France & Monaco	Italy
Cyprus	Germany	Malta
Czechoslovakia	Gibraltar	Norway
Denmark	Greece	Portugal
Eire	Holland	Spain
Finland	Yugoslavia	Sweden
	Iceland	Switzerland
Aden & Yemen	Japan	Israel
Burma	Iraq	Saudi Arabia
Ceylon	Lebanon	Syria
Hong Kong	Malaya	Thailand (Siam)
India	Oman	Turkey
Indonesia	Pakistan	
Iran (Persia)	Persian Gulf	
Australia	Tasmania	Fiji Islands
New South Wales	Victoria	New Guinea
Queensland	Western Australia	
South Australia	New Zealand	
Azores	Kenya	Tanganyika
Belgian Congo	Mauritius	Tangier
Egypt	Mozambique	Togoland
Eire	Nigeria	Tripolitania
Ethiopia & Somaliland	Nyasaland	Uganda
French Morocco	Rhodesia (Southern)	Union of South Africa

INTERIOR DECORATION?

STANDARD CHOOSE TYGAN



Standard Motors have recognised the great possibilities of Tygan for car upholstery—its good looks, and its outstanding practical qualities. This wonderful new woven monofilament fabric is factory fitted in every Standard 8 and is available as an alternative trim in the Standard Vanguard. But many garages supply Tygan LOOSE COVERS for any make of car in a sparkling range of colours, and you can choose your upholstery pattern from many gay designs in tartans, stripes, and checks. Tygan's hardy, too, as well as handsome. The material's imperishable, the colour's everlasting, and a wipe with a damp cloth is all the care it needs.

Tygan

Fothergill & Harvey
(Sales) Limited,
Harvester House,
Peter Street, Manchester 2



“THE AUTOCAR”

BUYERS’ GUIDE

TO 1954 CARS

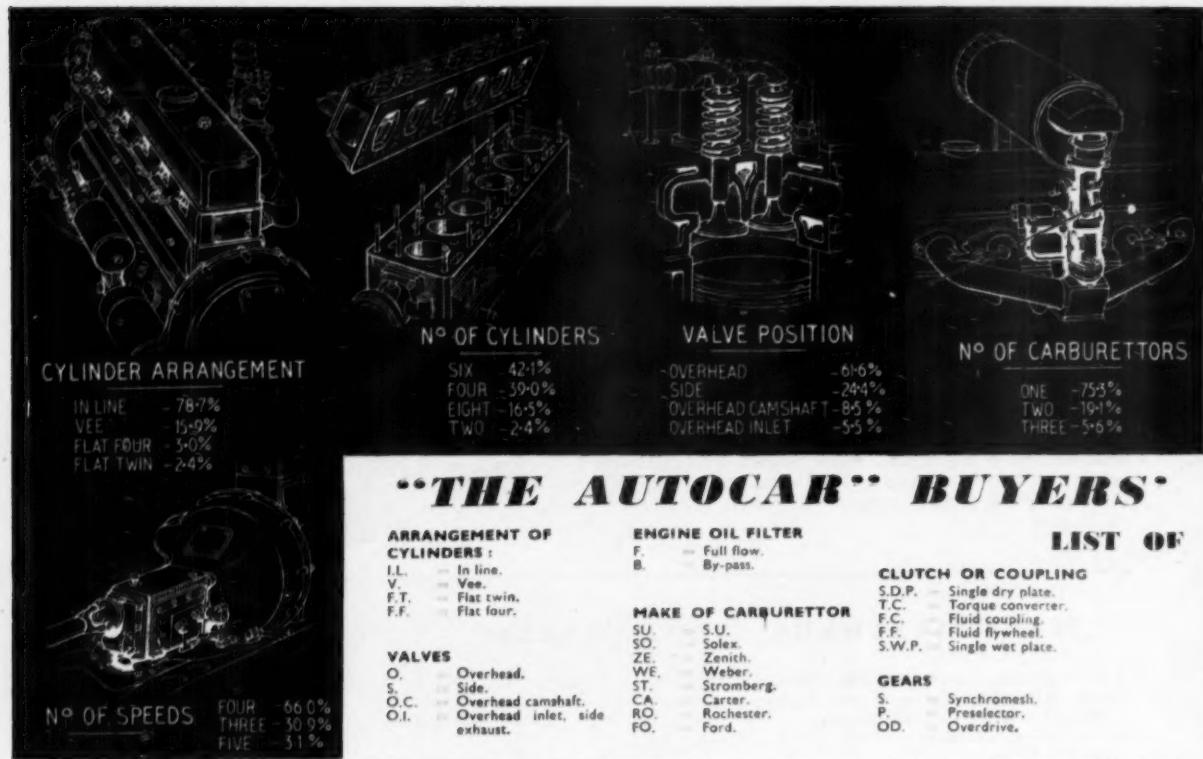
WITHIN these pages will be found a statistical analysis of the specifications of the majority of the world's cars, forming a reference work of great value. Below are the addresses of manufacturers and concessionaires, and overleaf will be found a pictorial reference to the trend of contemporary design. Thereafter follow the tables giving the summarized specifications of the models, with a complete key to the abbreviations at the head. While it goes without saying that every care has been taken in compiling the tables, the customary reservation must be made that *The Autocar* cannot accept responsibility for any errors that might have crept in.



MANUFACTURERS’ AND CONCESSIONAIRES’ ADDRESSES

A.C.—A.C. Cars, Ltd., High Street, Thames Ditton, Surrey.
ALFA ROMEO.—Thomson and Taylor (Brooklands), Ltd., Portsmouth Road, Cobham, Surrey.
ALLARD.—Allard Motor Co., Ltd., 24-28, Clapham High Street, London, S.W.4.
ALVIS.—Alvis, Ltd., Holyhead Road, Coventry.
ARMSTRONG SIDDELEY.—Armstrong Siddeley Motors, Ltd., Parkside, Coventry.
ASTON MARTIN.—Aston Martin, Ltd., c/o David Brown Companies, Meltham, Yorkshire.
AUSTIN.—Austin Motor Co., Ltd., Longbridge Works, Northfield, Birmingham.
BENTLEY.—Bentley Motors (1931), Ltd., 14-15, Conduit Street, London, W.1.
B.M.W.—A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.
BORGWARD.—Metcalfe and Mundy, 280, Old Brompton Road, London, S.W.5.
BRISTOL.—Bristol Aeroplane Co., Ltd., Car Division, Filton, Bristol.
BUICK.—Lendrum and Hartman, Ltd., Buick Works, Old Oak Lane, London, N.W.10.
CADILLAC.—Lendrum and Hartman, Ltd., Buick Works, Old Oak Lane, London, N.W.10.
CHEVROLET.—General Motors of Canada, Ltd., 23, Buckingham Gate, London, S.W.1.
CHRYSLER.—Chrysler Motors, Ltd., Mortlake Road, Kew Gardens, Surrey.
CITROËN.—Citroën Cars, Ltd., Trading Estate, Slough, Buckinghamshire.
DAIMLER.—Daimler Co., Ltd., Radford Works, Coventry.
DE SOTO.—Dodge Bros. (Britain), Ltd., Chrysler Works, Mortlake Road, Kew Gardens, Surrey.
DODGE.—Dodge Bros. (Britain), Ltd., Chrysler Works, Mortlake Road, Kew Gardens, Surrey.
FIAT.—Fiat (England), Ltd., Water Road, Wembley, Middlesex.
FORD.—Ford Motor Co., Ltd., Dagenham, Essex.
FORD (Canada).—Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.
FORD (France).—Ford S.A.F., Poissy (Seine and Oise), France.
FRAZER-NASH.—A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex.
HEALEY.—Donald Healey Motor Co., Ltd., The Cape, Warwick.
HILLMAN.—Hillman Motor Car Co., Ltd., Ryton-on-Dunsmore, nr. Coventry.
HUDSON.—Hudson Motor Car Co., Great West Road, London, W.4.
HUMBER.—Humber, Ltd., Ryton-on-Dunsmore, nr. Coventry.
JAGUAR.—Jaguar Cars, Ltd., Coventry.
JENSEN.—Jensen Motors, Ltd., Carters Green, West Bromwich, Staffordshire.
JOWETT.—Jowett Cars, Ltd., Idle, Bradford, Yorkshire.

KAISER.—Steele, Griffiths and Co., Ltd., 295, Camberwell New Road, London, S.E.5.
LAGONDA.—Lagonda, Ltd., c/o David Brown Companies, Meltham, Yorkshire.
LANCHESTER.—Lanchester Motor Co., Ltd., Radford Works, Coventry.
LANCIA.—Lancia (England), Ltd., Lancia Works, 372, Ealing Road, Alperton, Middlesex.
LINCOLN.—Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.
MERCEDES-BENZ.—Mercedes-Benz. (Great Britain), Ltd., III, Grosvenor Road, London, S.W.1.
MERCURY.—Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex.
M.G.—M.G. Car Co., Ltd., Cowley, Oxford.
MORGAN.—Morgan Motor Co., Ltd., Pickersleigh Road, Malvern Link, Worcestershire.
MORRIS.—Morris Motors, Ltd., Cowley, Oxford.
NASH.—Nash Concessionaires, Ltd., Nash Street, Albany Street, London, N.W.1.
OLDSMOBILE.—General Motors, Ltd., 23, Buckingham Gate, London, S.W.1.
PACKARD.—Leonard Williams and Co. (1940), Ltd., Great West Road, Brentford, Middlesex.
PANHARD.—Soc. des Anciens Etab. Panhard and Levassor, 19, Ave d'Ivry, Paris, 13, France.
PEGASO.—Harold Radford and Co., Ltd., Melton Court, South Kensington, London, S.W.7.
PEUGEOT.—Tom Knowles, 19, Brick Street, London, W.1.
PONTIAC.—U.S. Concessionaires, Ltd., 6, Jubilee Place, London, S.W.3.
PORSCHE.—Colborne Garage, Ltd., Ripley, Surrey.
RENAULT.—Renault Ltd., Western Avenue, London, W.3.
RILEY.—Riley Motors, Ltd., Cowley, Oxford.
ROLLS-ROYCE.—Rolls-Royce, Ltd., 14-15, Conduit Street, London, W.1.
ROVER.—Rover Co., Ltd., Lode Lane, Solihull, Birmingham.
SIMCA.—Fiat (England), Ltd., Water Road, Wembley, Middlesex.
SINGER.—Singer Motors, Ltd., Coventry Road Works, Birmingham, 10.
STANDARD.—Standard Motor Co., Ltd., Coventry.
STUDEBAKER.—Studebaker Corporation, 385, Euston Road, London, N.W.1.
SUNBEAM-TALBOT.—Sunbeam-Talbot, Ltd., Ryton-on-Dunsmore, nr. Coventry.
TRIUMPH.—Triumph Motor Co. (1945), Ltd., Canley Works, Coventry.
VAUXHALL.—Vauxhall Motors, Ltd., Luton, Bedfordshire.
VOLKSWAGEN.—V.W. Motors, Ltd., Inigo Place, 31, Bedford Street, London, W.C.2.
WILLYS-OVERLAND.—Jack Olding and Co., Ltd., 8, North Audley Street, London, W.1.
WOLSELEY.—Wolseley Motors, Ltd., Cowley, Oxford.



"THE AUTOCAR" BUYERS'

ARRANGEMENT OF CYLINDERS:

I.L. In line.
V. Vee.
F.T. Flat twin.
F.F. Flat four.

VALVES

O. Overhead.
S. Side.
O.C. Overhead camshaft.
O.I. Overhead inlet, side exhaust.

ENGINE OIL FILTER

F. Full flow.
B. By-pass.

MAKE OF CARBURETTOR

S.U. Solex.
S.O. Zenith.
Z.E. Weber.
S.T. Stromberg.
C.A. Carter.
R.O. Rochester.
F.O. Ford.

LIST OF

CLUTCH OR COUPLING
S.D.P. Single dry plate.
T.C. Torque converter.
F.C. Fluid coupling.
F.F. Fluid flywheel.
S.W.P. Single wet plate.

GEARS
S. Synchronesh.
P. Preselector.
OD. Overdrive.

Make and Model	British List Price (Saloon unless otherwise indicated)	Number and arrangement of Cylinders	Bore and Stroke	Engine Capacity	B.H.P. @ Spec. r.p.m.	Max. Torque (lb ft) @ Spec. r.p.m.	Compression Ratio	Valve Position	Sump Capacity	Type of Filter	Tank Capacity	Make and Number of Carburetors	Type of Clutch or Coupling	Overall Gear Ratios and Form of Gear Box	No. of Speeds, Gear Lever Position
	£		(mm)	(c.c.)					Pints	Imp. Gals.					
A.C.															
2-litre 2-door	1,027 1,154	6-I.L. 6-I.L.	65 x 100	1,991	76 : 4,500	105 : 2,750	6.75	O.C.	14	F.	11½	S.U. (3)	S.D.P.	(S) 4.6 6.2 9 15.4	4 C.
Sports tourer															
ALFA ROMEO															
1900	—	4-I.L.	82.5 x 88	1,884	80 : 4,800	93 : 3,000	7.5	O.C.	12	—	10½	WE (2)	S.D.P.	(S) 4.1 5.9 8.7 13.3	4 S.
ALLARD															
Palm Beach*	1,100	4-I.L.	79.4 x 76.2	1,508	47 : 4,400	74 : 2,400	6.8	O.	6½	F.	8½	ZE (1)	S.D.P.	(S) 4.1 6.9 13.5	3 C.
K.3 2-3-str.	77.8 x 95.25	3,622	95 : 3,800	163 : 1,500	7.1	S.	8	—	13	FO (1)	S.D.P.	(S) 3.8 6.7 11.8	3 R.		
Monte Carlo	77.8 x 95.25	3,622	95 : 3,500	150 : 1,500	6.1	S.	8	—	18	FO (1)	S.D.P.	(S) 3.8 6.7 11.8	3 R.		
Safari	77.8 x 95.25	3,622	85 : 3,500	150 : 1,500	6.1	S.	8	—	18	FO (1)	S.D.P.	(S) 3.8 6.7 11.8	3 R.		
ALVIS															
3-litre*	1,250	6-I.L.	84 x 90	2,993	93 : 4,000	147 : 2,200	7.1	O.	12	—	14½	S.U. (2)	S.D.P.	(S) 4.1 5.4 7.9 12.2	4 C.
ARMSTRONG SIDDELEY															
Whitley*	1,000	6-I.L.	70 x 100	2,309	75 : 4,200	107 : 1,500	6.5	O.	11	F.	12	ST (1)	S.D.P.	(S) 5.1 7.2 10.9 17.6	4 O.
Hurricane coupé*	1,000	6-I.L.	70 x 100	2,309	75 : 4,200	107 : 1,500	6.5	O.	11	F.	12	ST (1)	S.D.P.	(P) 5.1 7.2 10.7 18.4	4 O.
Sapphire*	1,215	6-I.L.	90 x 90	3,435	125 : 4,400	176.5 : 2,000	7.0	O.	10	F.	16	ST (1)	S.D.P.	(S) 4.1 5.8 8.6 12.8	4 S.
ASTON MARTIN															
DB2-4	1,850	6-I.L.	78 x 90	2,580	125 : 5,000	144 : 2,400	8.16	O.C.	15	F.	17	S.U. (2)	S.D.P.	(S) 3.7 5.0 7.4 10.9	4 C.
AUSTIN															
A.30 Seven	335	4-I.L.	58 x 76	800	28 : 4,800	40 : 2,400	7.2	O.	6	B.	5½	ZE (1)	S.D.P.	(S) 5.1 8.6 13.3 21.0	4 C.
A.40 Somerset	449	4-I.L.	65.5 x 89	1,200	42 : 4,500	58 : 2,400	7.2	O.	7	B.	6½	ZE (1)	S.D.P.	(S) 5.1 7.9 12.5 20.0	4 S.
A.70 Hereford	596	4-I.L.	79.4 x 111.1	2,199	68 : 3,800	116 : 1,700	6.8	O.	11½	F.	12½	ZE (1)	S.D.P.	(S) 4.1 5.9 9.3 14.8	4 S.
A.125 Sheerline	1,307	6-I.L.	87 x 111	3,995	—	—	6.8	O.	15½	F.	16	ZE (1)	S.D.P.	(S) 4.1 5.8 9.4 13.8	4 S.
A.135 Princess	1,540	6-I.L.	87 x 111	3,995	—	—	6.8	O.	15½	F.	16	ZE (1)	S.D.P.	(S) 4.1 5.8 9.4 13.8	4 S.
BENTLEY															
Sports saloon*	3,100	6-I.L.	92 x 114	4,566	—	—	6.4	O.I.	16	F.	18	S.U. (2)	S.D.P.	(S) 3.7 5.0 7.5 11.1	4 O.
Continental	4,890	6-I.L.	92 x 114	4,566	—	—	7.2	O.I.	16	F.	18	S.U. (2)	S.D.P.	(S) 3.1 3.7 4.8 8.2	4 O.
B.H.W.															
Six	1,750	6-I.L.	66 x 96	1,971	65 : 4,400	—	6.8	O.	—	F.	12½	— (1)	—	(S) 4.2 6.3 10.0 17.9	4 S.

* Alford : Palm Beach, also with 6-cyl. engine. Alvis : Alternative compression ratio, 8 to 1. Armstrong Siddeley : Whitley and Hurricane, choice of gear box and gear lever and steering column control.

TYPE OF CLUTCH OR COUPLING		FRONT SUSPENSION		REAR SUSPENSION		GEAR LEVER POSITION	
SINGLE DRY PLATE	-89.0%	INDEPENDENT COIL	-70.1%	1/2-ELLIPTIC	-63.4%	STEERING WHEEL	-62.6%
FLUID COUPLING	-4.2%	IND. TORSION BAR	-17.1%	COIL	-11.0%	CENTRAL	-50.1%
TORQUE CONVERTER	-3.0%	IND. TRANSVERSE	-9.8%	TORSION BAR	-9.7%	RIGHT HAND	-4.2%
FLUID FLYWHEEL	-1.9%	TRANSVERSE	-1.2%	INDEPENDENT COIL	-9.1%	FACIA BOARD	-3.1%
WET PLATE	-1.9%	1/2-ELLIPTIC	-1.2%	DE DION AXLE	-3.0%		
		1/4-ELLIPTIC	-0.6%	IND. TORSION BAR	-1.9%		
				IND. TRANSVERSE	-1.9%		

GUIDE TO 1954 CARS

ABBREVIATIONS

GEAR LEVER POSITION

S. Steering wheel.
C. Central.
F. Facia.
R. Right-hand.
O. Optional.

FINAL DRIVE

Hy. Hypoid.
Sp. Spiral bevel.
W. Worm.

BRAKES

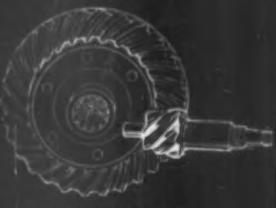
L. Lockheed hydraulic.
G. Girling.
B. Bendix.
F.B. Fiat-Baldwin.
O. Own.
H. Hydraulic.
M. Mechanical.
2L.S. Two-leading shoe.
D.S. Duo-servo.
V.S. Vacuum servo.
L-T. Leading and Trailing shoes.

SUSPENSION

I. Independent.
E. Elliptic.
C. Coil.
T. Torsion bar.
Tr. Transverse.
D.D. De Dion rear axle.

FRONT SEATS

B. Bench.
S. Separate.
O. Optional.



FINAL DRIVE

HYPOID -75.0%
SPIRAL BEVEL -24.4%
WORM -0.6%

Type of Final Drive and Final Drive Ratio M.P.H. per 1,000 r.p.m. (top gear)	Make and Type of Brakes	Total Brake Lining Area	Tyre size	Voltage and Amperage of Battery	Suspension	Wheelbase	Width Track	Overall Length	Overall Width	Overall Height	Road Clearance	Turning Circle	Weight Complete Car Dry	Type of Front Seat	Interior Width at Elbows	Luggage Compartment Approx. Total Capacity	Make	
Hy. 4.55	18.0 G.H. G.H.	143.5	6.70-16	12(69)	j-E. j-E.	9 9	4 8	15 4	5 7	5 1	7	39	2,926	S.	50	52	7.1	A.C. 2-litre 2-door
Hy. 4.55	18.0 G.H. G.H.	143.5	6.70-16	12(69)	j-E. j-E.	9 9	4 8	15 4	5 7	5 1	7	39	2,842	B.	47	49	9	Sports tourer
Hy. 4.1	20.6 G.H. G.H.	173	6.50-16	12(38)	I. C. C.	8 7½	4 3½	14 5½	5 2½	4 10½	6½	32	2,535	B.	—	—	—	ALFA ROMEO 1900
Hy. 4.11	18.1 H.2.L.S. H.	121	6.40-13	12(45)	I. C. C.	8 0	4 3	13 1½	4 11	4 6	5	28	1,848	B.	50	—	15	ALLARD Palm Beach
Sp. 3.78	21.5 H.2.L.S. H.	172	6.25-16	12(60)	I. C. D.D.	8 4	4 10	14 9	5 6	4 6	8	38	2,576	B.	54	—	18	K.3 2-3-str. Monte Carlo
Sp. 3.78	21.5 H.2.L.S. H.	172	6.25-16	12(60)	I. C. D.D.	9 4	4 10	16 0	6 0	5 0	8	40	3,248	S.	60	58	25	Safari
Sp. 3.78	21.5 H.2.L.S. H.	172	6.25-16	12(60)	I. C. D.D.	9 4	4 10	16 6	6 0	4 10	8	40	3,220	S.	60	58	45	
Hy. 4.09	18.9 L.2.L.S. L.T.	189	6.00-15	12(64)	I. C. j-E.	9 3½	4 6½	15 2½	5 6	5 2½	7½	39	3,192	S.	50½	51	9	ALVIS 3-litre
Hy. 5.1	16.2 G.H. G.M.	135	5.50-17	12(51)	I. Tor. j-E.	9 7	4 6½	15 5	5 8	5 3	7½	37	3,280	B.	49	53	12	ARMSTRONG SIDDELEY Whitley
Hy. 5.1	16.2 G.H. G.M.	135	5.50-17	12(51)	I. Tor. j-E.	9 7	4 6½	15 6	5 8	5 1	7½	37	3,245	S.	49	53	14	Hurricane coupé
Hy. 4.09	20.2 G.L.T.	184	6.70-16	12(63)	I. C. j-E.	9 6	4 9½	16 1	6 0	5 3	8	42½	3,472	B.	53½	53½	17	Sapphire
Hy. 3.73	21.5 G.2.L.S. G.L.T.	178.1	6.00-16	12(51)	I. C. C.	8 3	4 6	14 1½	5 5	4 5½	7	35	2,635	S.	47	43	—	ASTON MARTIN DB2-4
Hy. 5.14	12.6 L.2.L.S. H.	61.1	5.20-13	12(32)	I. C. j-E.	6 7½	3 9½	11 4½	4 7½	4 10½	6½	35	1,344	S.	47	44	9	AUSTIN A.30 Seven
Sp. 5.14	14.3 G.2.L.S. H.	83	5.25-16	12(38)	I. C. j-E.	7 8½	4 2	13 3½	5 3	5 4	7½	37	2,010	S.	50	50	10	A.40 Somerset
Sp. 4.13	19.5 G.2.L.S. H.	140	5.50-16	12(63)	I. C. j-E.	8 3	4 8	13 11½	5 9	5 5½	7½	39	2,690	S.	53	52	10	A.70 Herelord
Hy. 4.09	20.2 L.2.L.S. H.	182	6.50-16	12(70)	I. C. j-E.	9 11½	5 0	15 11½	6 1	5 7	6½	43	4,100	S.	51½	51	10	A.125 Sheerline
Hy. 4.09	20.2 L.2.L.S. H.	182	6.50-16	12(70)	I. C. j-E.	9 11½	5 0	16 0½	6 0½	5 6	6½	43	4,200	S.	54	56½	13	A.135 Princess
Hy. 3.73	22.0 Servo	186	6.50-16	12(55)	I. C. j-E.	10 0	4 10½	16 8	5 9	5 5½	—	41½	—	S.	51	47	—	BENTLEY Sports saloon Continental
Hy. 3.08	27.0 Servo	186	6.50-16	12(55)	I. C. j-E.	10 0	4 10½	17 3	5 11	5 3	—	41½	3,752	S.	—	—		
Sp. 4.2	— 2.L.S. L.T.	132	6.00-16	12(—)	I. Tor. Tor.	9 5½	4 9	15 9	5 11	5 1	8	—	2,800	B.	56	55	14	B.M.W. 501

position. Sapphire, twin carburettors, with all-electric preselector gear box, extra. Bentley : Sports saloon, alternative compression ratio, 6.75 to 1, Hydra-Matic transmission.

"THE AUTOCAR" BUYERS' GUIDE

Make and Model	British List Price (Saloon unless otherwise indicated)	Number and arrangement of Cylinders	Bore and Stroke	Engine Capacity (c.c.)	B.H.P. @ Spec. r.p.m.	Max. Torque (lb ft) @ Spec. r.p.m.	Compression Ratio	Valve Position	Sump Capacity	Type of Filter	Tank Capacity	Make and Number of Carburettors	Type of Clutch or Coupling	Overall Gear Ratios and Form of Gear Box	No. of Speeds, Gear Lever Position
	£		(mm)	(c.c.)					Pints	Imp. Gals.					
BORGWARD															
1800 Diesel	1,050	4-I.L.	78 x 92	1,758	42 : 3,400	116 : 2,250	19.8	O.	—	8½	— (1)	S.D.P.	(S) 4.2 6.1 9.8 17.6	4 S.	
2400*	1,395	6-I.L.	78 x 81.5	2,337	80 : 4,200	—	6.9	O.	8½	11	SO (1)	S.D.P.	(S) 3.9 6.5 11.5	3 S.	
1800	970	4-I.L.	72 x 92	1,498	60 : 4,200	—	6.35	O.	—	8½	— (1)	S.D.P.	(S) 4.3 6.5 9.8 15.7	4 S.	
1500	1,704	4-I.L.	72 x 92	1,498	66 : 4,500	—	7.2	O.	—	8½	—	—	—	—	4 S.
BRISTOL															
Type 403	2,100	6-I.L.	66 x 96	1,971	100 : 5,000	117.3 : 3,500	7.5	O.	12	F.	17	SO (3)	S.D.P.	(S) 3.9 5.0 7.1 14.1	4 C.
Type 404*	2,500	6-I.L.	66 x 96	1,971	103 : 5,000	123 : 3,750	8.5	O.	12	F.	16	SO (3)	S.D.P.	(S) 3.9 5.0 7.1 14.1	4 C.
BUICK															
Special*	—	8-I.L.	80.9 x 104.8	4,216	125 : 3,800	224 : 2,400	6.8	O.	11	—	16½	CA (1)	S.D.P.	(S) 4.1 6.8 10.9	3 S.
Super*	—	8-V.	101.6 x 81.3	5,230	158 : 4,000	286 : 2,200	7.5	O.	11	—	16½	ST (1)	S.D.P.	(S) 3.9 5.9 9.3	3 S.
Roadmaster*	—	8-V.	101.6 x 81.3	5,230	180 : 4,000	300 : 2,400	8.0	O.	11	—	CA (2)	T.C.	Dynaflo	—	—
CADILLAC															
Series 62, 60-5*	—	8-V.	96.8 x 92.07	5,420	198 : 4,000	307.5 : 2,600	7.1	O.	10	—	16½	CA (1)	F.C.	Hydramatic	4 S.
Series 75	—	8-V.	96.8 x 92.07	5,420	198 : 4,000	307.5 : 2,600	7.1	O.	10	—	16½	RO (1)	F.C.	Hydramatic	4 S.
CHEVROLET															
Bel Air	—	6-I.L.	90.5 x 100	3,860	108 : 3,600	200 : 2,000	7.1	O.	9	O.	13½	RO (1)	T.C.	Powerglide	—
CHRYSLER															
Windsor C60-1, C60-2*	—	6-I.L.	87.3 x 120.6	4,351	119 : 3,600	218 : 1,600	7.0	S.	10	F.	14	CA (1)	S.D.P.	(S) 3.9, 7.1, 10.0	3 S.
New Yorker C56-1, C56-2	—	8-V.	96.8 x 92.1	5,426	180 : 4,000	312 : 2,000	7.5	O.	10	F.	16½	CA (1)	F.C.	Fluidmatic	4 S.
Custom Imperial	—	8-V.	96.8 x 92.1	5,426	180 : 4,000	312 : 2,000	7.5	O.	24	F.	16½	CA (1)	T.C.	Fluidtorque	4 S.
Crown Imperial	—	8-V.	96.8 x 92.1	5,426	180 : 4,000	312 : 2,000	7.5	O.	24	F.	16½	CA (1)	T.C.	Fluidtorque	4 S.
CITROËN															
2 c.v.	398	2-F.T.	62 x 62	375	9 : 3,800	16.6 : 1,800	6.2	O.	3½	F.	4½	SO (1)	S.D.P.	(S) OD 7.5, 12.6, 25.9	4 F.
Light 15	685	4-I.L.	78 x 100	1,911	55.7 : 4,250	90.4 : 2,200	6.5	O.	7	F.	11	SO (1)	S.D.P.	(S) 4.3, 7.3, 13.1	3 F.
Big 15	740	4-I.L.	78 x 100	1,911	55.7 : 4,250	90.4 : 2,200	6.5	O.	7	F.	11	SO (1)	S.D.P.	(S) 4.3, 7.3, 13.1	3 F.
Six	940	6-I.L.	78 x 100	2,866	76 : 3,800	137.0 : 2,000	6.5	O.	12½	F.	15	SO (1)	S.D.P.	(S) 3.9, 5.6, 13.3	3 F.
DAIMLER															
Conquest	1,066	6-I.L.	76.2 x 88.9	2,433	75 : 4,000	122 : 1,600	7.0	O.	10	F.	15	ZE (1)	F.F.	(P) 4.6, 6.7, 10.1, 17.5	4 S.
Straight Eight	3,570	8-I.L.	85.1 x 120	5,460	150 : 3,600	263 : 1,800	6.3	O.	17½	F.	20	SU (2)	F.F.	(P) 4.1, 6.2, 9.7, 17.1	4 S.
DELL'OW															
Mark II Sports*	448	4-I.L.	63.5 x 92.5	1,172	31 : 4,200	46.4 : 2,400	6.16	S.	4	F.	15	ZE (1)	S.D.P.	(S) 5.5, 9.7, 16.9	3 C.
Mark III Tourer*	498	4-I.L.	63.5 x 92.5	1,172	31 : 4,200	46.4 : 2,400	7.5	S.	4	F.	9	SU (2)	S.D.P.	(S) 4.7, 8.3, 14.4	3 C.
DE SOTO															
Diplomat	—	6-I.L.	82.6 x 111.1	3,569	100 : 3,600	208 : 1,600	7.0	S.	10	B.	14	CA (1)	S.D.P.	(S) 3.7, 6.7, 9.6	3 S.
Powermaster	—	6-I.L.	87.3 x 114.3	4,107	116 : 3,600	208 : 1,600	7.0	S.	10	B.	14	CA (1)	S.D.P.	(S) 3.9, 7.1, 10.0	3 S.
Firedome	—	8-V.	92.1 x 84.9	4,524	160 : 4,400	250 : 2,000	7.1	O.	10	F.	14	CA (1)	S.D.P.	(S) 3.7, 6.7, 9.6	3 S.
DODGE															
Kingsway	—	6-I.L.	82.6 x 111.1	3,569	100 : 3,600	190 : 1,200	7.0	S.	10	B.	14	CA (1)	S.D.P.	(S) 3.7, 6.7, 9.6	3 S.
Coronet D.46	—	6-I.L.	82.6 x 117.5	3,772	103 : 3,600	190 : 1,200	7.0	S.	10	B.	14	CA (1)	S.D.P.	(S) 3.9, 7.1, 10.0	3 S.
Coronet D.44	—	8-V.	87.3 x 82.6	3,956	140 : 4,400	220 : 2,000	7.1	O.	10	F.	14	ST (1)	S.D.P.	(S) 3.9, 7.1, 10.0	3 S.
FIAT															
500C	—	4-I.L.	52 x 67	570	16.5 : 4,400	21.6 : 2,900	6.45	O.	4	—	4½	WE (1)	S.D.P.	(S) 4.9, 8.6, 13.1, 21.8	4 C.
1100	—	4-I.L.	60 x 75	1,089	36 : 4,400	50.5 : 2,500	6.7	O.	5	—	7	WE (1)	S.D.P.	(S) 4.3, 6.8, 10.2, 16.6	4 S.
1400	—	4-I.L.	82 x 66	1,395	44 : 4,400	63.7 : 3,000	6.7	O.	8	F.	10½	WE (1)	S.D.P.	(S) 4.4, 7.0, 10.6, 17.4	4 S.
1400 diesel	—	4-I.L.	82 x 90	1,900	40 : 3,200	—	20	O.	—	—	WE (1)	S.D.P.	(S) —	—	4 S.
1900	—	4-I.L.	82 x 90	1,901	60 : 3,700	96 : 2,600	6.7	O.	—	F.	10½	WE (1)	S.D.P.	(S) OD 4.4, 6.5, 10.1, 14.1	5 S.
FORD															
Anglia	360	4-I.L.	63.5 x 92.5	1,172	36 : 4,400	54 : 2,150	7.0	S.	4	B.	7	SO (1)	S.D.P.	(S) 4.4, 8.3, 15.1	3 C.
Prefect	395	4-I.L.	63.5 x 92.5	1,172	36 : 4,400	54 : 2,150	7.0	S.	4	B.	7	SO (1)	S.D.P.	(S) 4.4, 8.3, 15.1	3 C.
Consul	470	4-I.L.	79.4 x 76	1,508	47 : 4,400	74 : 2,400	6.8	O.	6½	F.	9	ZE (1)	S.D.P.	(S) 4.6, 7.5, 12.9	3 S.
Zephyr	532	6-I.L.	79.4 x 76	2,262	68 : 4,000	74 : 2,400	6.8	O.	8	F.	9	ZE (1)	S.D.P.	(S) 4.4, 7.3, 12.6	3 S.
FORD (Can.)															
V8*	—	8-V.	80.9 x 95.2	3,920	110 : 3,800	196 : 2,000	7.2	S.	8	B.	13	FO (1)	S.D.P.	(S) 3.9, 6.3, 10.8	3 S.
Six*	—	6-I.L.	90.4 x 91.5	3,523	101 : 3,500	185 : 1,500	7.0	O.	8	F.	13	FO (1)	S.D.P.	(S) 3.3, 4.9, 8.1	3 S.
FORD (Fr.)															
Vedette	967	8-V.	66 x 78.8	2,158	66 : 4,400	90 : 2,500	7.0	S.	8	B.	13½	ZS (1)	S.D.P.	(S) 4.6, 8.1, 14.2	3 S.
Vendôme	1,108	8-V.	81 x 95.25	3,923	100 : 3,700	177 : 1,900	7.0	S.	9	B.	13½	ZS (1)	S.D.P.	(S) 3.5, 6.1, 10.8	3 S.
FRAZER-NASH															
Mark II Comp.*	2,250	6-I.L.	66 x 96	1,971	140 : 5,750	133 : 5,000	8.8	O.	14	F.	16	SO (3)	S.D.P.	(S) 3.2, 4.1, 5.8, 9.3	4 C.
Targa Florio*	2,250	6-I.L.	66 x 96	1,971	140 : 5,750	133 : 5,000	8.8	O.	14	F.	16	SO (3)	S.D.P.	(S) 3.2, 4.1, 5.8, 9.3	4 C.
Le Mans*	2,250	6-I.L.	66 x 96	1,971	140 : 5,750	133 : 5,000	8.8	O.	14	F.	16	SO (3)	S.D.P.	(S) 3.2, 4.1, 5.8, 9.3	4 C.
Mille Miglia*	2,300	6-I.L.	66 x 96	1,971	140 : 5,750	133 : 5,000	8.8	O.	14	F.	16	SO (3)	S.D.P.	(S) 3.2, 4.1, 5.8, 9.3	4 C.
HEALEY															
2.4-litre	1,218	4-I.L.	80.5 x 120	2,443	106 : 4,800	136 : 3,000	6.85	O.	14	F.	16	SU (2)	S.D.P.	(S) 3.8 6.4 8.1 14.6	4 C.
3-litre coupé	1,250	6-I.L.	84 x 90	2,993	106 : 4,200	150 : 2,000	7.0	O.	12	B.	16	SU (2)	S.D.P.	(S) 3.8 5.1 7.3 11.2	4 C.
Nash-Healey	—	6-I.L.	89 x 111.1	4,138	135 : 4,000	220 : 1,600	8.25	O.	11½	—	16	CA (2)	S.D.P.	(S) OD 4.1 6.4 10.5	4 C.
Austin-Healey 100	750	4-I.L.	87.3 x 111.1	2,660	90 : 4,000	144 : 2,000	7.5	O.	11½	F.	10½	SU (2)	S.D.P.	(S) OD 4.1 5.9 9.3	4 C.
HILLMAN															
Mins. Mark VII	470	4-I.L.	65 x 95	1,265	37.5 : 4,200	58.3 : 2,200	6.63	S.	7	—	7½	SO (1)	S.D.P.	(S) 5.2 7.8 12.9 16.6	4 S.
Californian	510	4-I.L.	65 x 95	1,265	37.5 : 4,200	58.3 : 2,200	6.63	S.	7	—	7½	SO (1)	S.D.P.	(S) 5.2 7.8 12.9 16.6	4 S.

*Borgward : 2400, optional hydraulic torque converter. Bristol : Type 404, sports engine, 125 b.h.p. Buick : Special and Super, Dynaflo torque converter optional; tyres, 5.50-16in. Ford (Can.) : Optional, Fordomatic torque converter. Frazer-Nash : All models, alternative compression and final drive ratios.

TO 1954 CARS continued

Super and Roadmaster, long wheelbase, 10ft 5in. Cadillac : Series 60-5, long wheelbase, 10ft 10in. Chrysler : C60-2, Fluidmatic fluid coupling. Dellow : Rear

"THE AUTOCAR" BUYERS' GUIDE

Make and Model	British List Price (Saloon unless otherwise indicated)	Number and arrangement of Cylinders	Bore and Stroke	Engine Capacity	B.H.P. @ Spec. r.p.m.	Max. Torque (lb ft) @ Spec. r.p.m.	Compression Ratio	Valve Position	Sump Capacity	Type of Filter	Tank Capacity	Make and Number of Carburetters	Type of Clutch or Coupling	Overall Gear Ratios and Form of Gear Box	No. of Speeds, Gear Lever Position
	£		(mm)	(c.c.)					Pints	Imp. Gals.					
HOTCHKISS															
Anjou* Grégoire F.W.D.	—	6-I.L. 4-F.F.	86 x 100 86 x 90	3,485 2,200	105 : 4,000 70 : 4,000	— —	6.5 6.5	O. O.	— 9	F. F.	16 13	ZE-ST(I) ZE-ST(I)	S.D.P. S.D.P.	(S) 3.9 5.7 8.1 16.8 (S) 3.6 4.7 6.3 13.1	4 S. 4 S.
H.R.G. 1½-litre 2-seater ...	895	4-I.L.	73 x 89.4	1,497	62 : 4,800	66 : 3,000	8.0	O.C.	11	B.	10	SU (2)	S.D.P.	(S) 4.1 5.1 7.9 12.6	4 C.
HUDSON															
Jet 1D, 2D, 3D	—	6-I.L.	76.2 x 120.7	3,310	104 : 3,800	156 : 1,400	7.5	S.	9	B.	12	CA (I)	S.D.P.	(S) 4.1 6.7 10.7	3 S.
Wasp 4D	—	6-I.L.	90.5 x 98.4	3,802	126 : 3,800	257 : 1,600	7.0	S.	13	B.	16	CA (I)	S.W.P.	(S) OD 4.1 8.2 11.8	4 S.
Super Wasp 5D	—	6-I.L.	90.5 x 111.1	4,293	140 : 3,800	257 : 1,800	7.0	S.	13	B.	16	CA (I)	S.W.P.	(S) OD 4.1 8.2 11.8	4 S.
Hornet 7D	—	6-I.L.	96.8 x 114.3	5,048	160 : 3,800	257 : 1,800	7.5	S.	13	B.	16	CA (I)	S.W.P.	(S) OD 4.1 8.2 11.8	4 S.
HUMBER															
Hawk Mark V	695	4-I.L.	81 x 110	2,267	58 : 3,400	113 : 2,400	6.32	S.	10	B.	10	ST (I)	S.D.P.	(S) 4.6 6.8 11.2 14.5	4 S.
Super Snipe Mark IV* Pullman, Imperial ...	985 1,395	6-I.L. 6-I.L.	88.9 x 111.1 88.9 x 111.1	4,139 4,139	116 : 3,600 116 : 3,600	211 : 1,400 211 : 1,400	7.13	O.	15	F.	15	ST (I)	S.D.P. S.D.F.	(S) 3.9 5.5 8.2 12.2 (S) 4.1 5.8 8.6 12.8	4 S. 4 S.
JAGUAR															
Mark VII*	1,140	6-I.L.	83 x 106	3,442	160 : 5,200	195 : 2,500	8.0	O.C.	19	F.	17	SU (2)	S.D.P.	(S) 4.3 5.8 8.5 14.4	4 C.
KK120 F.H. Coupé	1,140	6-I.L.	83 x 106	3,442	160 : 5,200	195 : 2,500	8.0	O.C.	21	F.	15	SU (2)	S.D.P.	(S) 3.5 4.8 7.0 11.9	4 C.
KK120 Super Sports	1,130	6-I.L.	83 x 106	3,442	160 : 5,200	195 : 2,500	8.0	O.C.	21	F.	15	S.D.P.	(S) 3.5 4.8 7.0 11.9	4 C.	
KK120C*	1,495	6-I.L.	83 x 106	3,442	200 : 5,800	208 : 4,000	8.0	O.C.	20	F.	39	SU (2)	S.D.P.	(S) 3.3 4.0 5.8 9.9	4 C.
JENSEN															
Interceptor	1,700	6-I.L.	87 x 111	3,993	130 : 3,700	—	6.8	O.	15	B.	13	ZE (I)	S.D.P.	(S) OD 3.8 5.4 8.0 12.8	5 C.
Model 541	1,250	6-I.L.	87 x 111	3,993	130 : 3,700	—	6.8	O.	15	B.	13	ZE (I)	S.D.P.	(S) OD 3.5 5.1 8.1 11.9	5 C.
JOWETT															
Javelin	625	4-F.F.	72.5 x 90	1,486	50 : 4,500	—	7.2	O.	9	F.	8	ZE (2)	S.D.P.	(S) 4.9 7.3 11.6 18.9	4 S.
Jupiter 1A coupé ...	725	4-F.F.	72.5 x 90	1,486	60 : 4,500	—	8.0	O.	9	F.	10	ZE (2)	S.D.P.	(S) 4.6 6.3 9.9 16.3	4 S.
KAISER															
Henry J. Corsair	—	4-I.L.	79.3 x 111.1	2,200	68 : 4,000	122 : 1,800	7.0	S.	8	B.	10	CA (I)	S.D.P.	(S) 4.1 6.7 10.7	3 S.
Corsair de Luxe	—	6-I.L.	79.3 x 88.9	2,641	80 : 3,800	133 : 1,600	7.0	S.	10	B.	10	CA (I)	S.D.P.	(S) 4.6 7.4 11.9	3 S.
Manhattan	—	6-I.L.	84.1 x 111	3,706	118 : 3,650	200 : 1,800	7.3	S.	10	B.	14	CA (I)	F.C.	Hydramatic	4 S.
LAGONDA															
3-litre	2,260	6-I.L.	83 x 90	2,922	140 : 5,000	165 : 2,500	8.16	O.C.	15	F.	19	SU (2)	S.D.P.	(S) 4.6 6.1 9.0 13.3	4 S.
LANCHESTER															
Fourteen	998	4-I.L.	76.2 x 107.9	1,968	60 : 4,200	95 : 1,600	6.7	O.	98	F.	15	ZE (I)	F.F.	(P) 4.6 6.7 10.1 17.5	4 S.
LANCIA															
Appia	—	4-V.	68 x 75	1,090	38 : 4,800	52 : 3,000	7.4	O.	6	F.	8½	SO (I)	S.D.P.	(S) 4.6 6.4 9.9 17.8	4 S.
Aurelia B.10	—	6-V.	70 x 76	1,754	56 : 4,000	78 : 2,500	7.0	O.	7	F.	13½	SO (I)	S.D.P.	(S) 4.2 6.1 9.2 14.9	4 S.
Aurelia B.21, B.22*	—	6-V.	72 x 81.5	1,991	70 : 4,500	94 : 2,500	7.8	O.	7	F.	13½	WE (I)	S.D.P.	(S) 4.0 5.9 8.7 13.4	4 S.
2-litre B.20	—	6-V.	72 x 81.5	1,991	80 : 4,700	101.3 : 3,500	8.6	O.	7	F.	13½	WE (2)	S.D.P.	(S) 3.8 5.6 8.7 12.7	4 S.
2½-litre 2500	—	6-V.	78 x 85	2,451	118 : 5,000	113.9 : 3,000	8.0	O.	8	F.	15	WE (I)	S.D.P.	(S) 3.6 5.3 7.8 12.1	4 S.
LEA-FRANCIS															
Fourteen	—	4-I.L.	75 x 100	1,767	65 : 4,700	94 : 2,500	7.25	O.	8½	F.	11	SU (1)	S.D.P.	(S) 4.9 6.9 10.4 16.9	4 C.
Eighteen	—	4-I.L.	85 x 110	2,496	95 : 4,000	140 : 2,500	7.25	O.	12½	F.	15	SU (1)	S.D.P.	(S) 3.9 5.6 8.4 13.5	4 C.
2½-litre Sports	—	4-I.L.	85 x 110	2,496	125 : 5,000	242 : 3,000	8.70	O.	15	F.	15	S.D.P.	(S) 3.6 5.1 7.7 12.6	4 C.	
LINCOLN															
Capri, Cosmopolitan	—	B-V.	96.5 x 88.9	5,203	205 : 4,200	305 : 2,300	8.0	O.	10	F.	16½	O (I)	F.C.	Hydramatic	4 S.
MERCEDES-BENZ															
170 S-D Diesel	1,165	4-I.L.	75 x 100	1,767	40 : 3,200	103.2 : 2,000	7.0	O.	7	B.	10½	—	S.D.P.	(S) 4.1 5.9 9.4 16.6	4 S.
170 S-V	975	4-I.L.	75 x 100	1,767	45 : 3,600	111 : 1,800	6.5	S.	7	B.	10½	SO (I)	S.D.P.	(S) 4.1 5.9 9.4 16.6	4 S.
180	1,195	4-I.L.	75 x 100	1,767	52 : 4,000	117.1 : 1,800	6.7	S.	9	B.	12½	SO (I)	S.D.P.	(S) 3.9 5.9 9.3 15.8	4 S.
220	1,427	6-I.L.	80 x 72.8	2,195	80 : 4,600	145.2 : 2,500	6.5	O.	10½	B.	14½	SO (I)	S.D.P.	(S) 4.4 6.3 10.0 16.3	4 S.
300	2,329	6-I.L.	85 x 88	2,996	115 : 4,600	20 : 2,500	6.4	O.	11½	B.	15	SO (2)	S.D.P.	(S) 4.1 5.9 9.3 15.2	4 S.
300S	3,902	6-I.L.	85 x 88	2,996	150 : 5,000	23.5 : 3,000	7.5	O.	11½	B.	16½	SO (3)	S.D.P.	(S) 4.4 6.3 10.0 16.3	4 S.
MERCURY															
Monterey	—	B-V.	80.9 x 101.6	4,186	125 : 3,700	218 : 2,000	7.2	S.	8	B.	16	FO (I)	T.C.	Merc-o-matic	3 S.
M.G.															
Midge, Series T.F., Magnet, Series Z.A.	550 645	4-I.L. 4-I.L.	66.5 x 90 73 x 89	1,250 1,489	57 : 6,000 60 : 4,600	— —	8.0 7.15	O. O.	10½ 6½	F.	12½ 9½	SU (2) SU (2)	S.D.P. S.D.P.	(S) 4.9 6.8 10.1 17.1 (S) 4.9 6.7 10.8 17.5	4 C. 4 C.
MORGAN															
Plus Four 2-seater*	565	4-I.L.	85 x 92	2,088	68 : 4,200	112 : 2,300	7.0	O.	11	B.	11	SO (I)	S.D.P.	(S) 4.1 5.6 8.1 13.8	4 C.
MORRIS															
Minor, Series II	373	4-I.L.	58 x 76	800	30 : 4,800	40 : 2,400	7.2	O.	6½	B.	5	SU (I)	S.D.P.	(S) 5.4 9.0 13.9 21.9	4 C.
Oxford	510	4-I.L.	73.5 x 87	1,477	41 : 4,000	67 : 2,000	6.6	S.	9½	F.	9	SU (I)	S.D.P.	(S) 4.9 7.3 10.9 18.6	4 S.
Six, Series	640	6-I.L.	73.5 x 87	2,215	70 : 4,400	101 : 2,000	6.6	O.C.	10	F.	12	SU (I)	S.D.P.	(S) 4.6 6.6 10.2 14.6	4 S.
NASH															
Rambler	—	6-I.L.	79.4 x 101.6	3,019	85 : 3,800	150 : 1,600	7.25	S.	10	—	16½	CA (I)	S.D.P.	(S) OD 7.2 11.6	3 S.
Statesman	—	6-I.L.	79.4 x 108	3,209	100 : 3,800	155 : 1,600	7.45	S.	10	—	16½	CA (I)	S.D.P.	(S) OD 7.9 12.7	3 S.
Ambassador	—	6-I.L.	88.9 x 111.1	4,138	120 : 3,400	220 : 1,600	7.3	O.	12	—	16½	CA (I)	S.D.P.	(S) OD 6.8 11.3	3 S.
OLDSMOBILE															
Series 88 Super	—	B-V.	95.3 x 87.31	4,970	165 : 3,600	284 : 1,800	8.0	O.	16	F.	16	RO (I)	F.C.	Hydramatic	4 S.
Series 98	—	B-V.	95.3 x 87.31	4,970	165 : 3,600	284 : 1,800	8.0	O.	16	F.	16	RO (I)	F.C.	Hydramatic	4 S.

* Hotchkiss : Anjou, alternative, Cotal gear box. Humber : Super Snipe, alternative final drive ratio, 3.7 to 1. Jaguar : Mark VII saloon, automatic transmission on export.

TO 1954 CARS continued

Type of Final Drive and Final Drive Ratio	M.P.H. per 1,000 r.p.m. (top gear)	Make and Type of Brakes	Total Brake Lining Area	Tyre Size	Voltage and Amperage of Battery	Suspension		Wheelbase	Widest Track	Overall Length	Overall Width	Overall Height	Road Clearance	Turning Circle	Weight Complete Car Dry	Type of Front Seat	Interior Width at Elbows	Luggage Compartment approx. Total Capacity	Make	
						F.	R.													
						sq in	in													
Sp. 3.9	—	L.H.	L.H.	—	6.50-16	12(90)	I.C.	—	10 3	4 9	16 1	5 10	5 6	7	31 1	3,472	B.	—	—	HOTCHKISS
Sp. 3.55	—	L.H.	L.H.	—	5.50-16	12(90)	I.C.	I.C.	8 3	—	—	—	—	—	—	—	B.	—	—	Anjou Grégoire F.W.D.
Hy. 4.1	19.5	O.	O.	105	5.50-16	12(50)	—	—	8 7	4 0	12 0	4 7	4 2	6 1	32	1,624	S.	—	—	H.R.G.
Hy. 4.1	20.5	2.L.S.	L-T.	132	6.40-15	6(80)	I.C.	—	8 9	4 6	15 1	5 7	5 1	8 1	33 1	2,650	B.	53	57	HUDSON
Hy. 4.1	25.0	2.L.S.	L-T.	200	7.10-15	6(100)	I.C.	—	9 11	4 11	16 9	6 5	5 0	8 0	42	3,380	B.	—	—	Jet 1D, 2D, 3D
Hy. 4.1	25.0	2.L.S.	L-T.	200	7.10-15	6(100)	I.C.	—	9 11	4 11	16 9	6 5	5 0	8 0	42	3,480	B.	—	—	Wasp 4D
Hy. 4.1	25.0	2.L.S.	L-T.	200	7.60-15	6(100)	I.C.	—	10 4	4 11	17 4	6 5	5 0	8 0	41	3,680	B.	—	—	Super Wasp 5D
Hy. 4.1	25.0	2.L.S.	L-T.	200	7.60-15	6(100)	I.C.	—	—	—	—	—	—	—	—	—	—	—	—	Hornet 7D
Hy. 4.55	17.0	L.2.L.S.	L.L-T.	122.2	6.40-15	12(51)	I.C.	—	8 9	4 9	15 0	5 10	5 4	7 1	37	2,895	B.	54	57	HUMBER
Hy. 3.9	21.4	L.2.L.S.	L.L-T.	191	7.00-15	12(64)	I.C.	—	9 7	4 9	16 5	6 1	5 6	7 1	43	3,871	B.	55	57	Hawk Mark V
Sp. 4.09	21.8	L.2.L.S.	L.L-T.	207.5	7.50-16	12(64)	I.C.	I.Tr.	10 11	5 2	17 7	6 2	5 9	8 1	48	4,718	B.	54	61	Super Snipe Mk. IV
Hy. 4.27	19.3	G.2.L.S.	G.L-T.	207	6.70-16	12(64)	I.Tor.	—	10 0	4 9	16 4	6 1	5 3	7 1	36	3,696	S.	52	59	JAGUAR
Hy. 3.54	22.6	L.2.L.S.	G.L-T.	207	6.00-16	12(64)	I.Tor.	—	8 6	4 3	14 5	5 2	4 7	7 1	31	2,856	S.	42	—	Mark VII
Hy. 3.54	22.6	L.2.L.S.	L.L-T.	207	6.00-16	12(64)	I.Tor.	—	8 6	4 3	14 5	5 2	4 4	7 1	31	2,744	S.	42	—	XK120 coupé
Hy. 3.31	—	L.2.L.S.	L.L-T.	188	6.00-16	12(40)	I.Tor.	—	8 0	4 3	13 1	5 4	3 2	5 1	31	2,072	S.	—	—	XK120 Super Sports
Hy. 3.77	—	G.2.L.S.	G.H.M.	—	6.00-16	12(68)	I.C.	—	9 4	4 9	15 8	5 6	4 10	7	38	3,024	B.	58	58	JENSEN
Hy. 3.54	—	G.2.T.S.	G.H.M.	—	6.00-16	12(68)	I.C.	—	8 9	4 4	14 6	5 3	4 5	7	32	2,688	—	—	—	Interceptor Model 541
Hy. 4.88	15.4	G.H.	G.H.	—	5.25-16	12(56)	I.Tor.	Tor.	8 6	4 4	14 0	5 2	5 0	7 1	32	2,352	B.	52	49	JOWETT
Hy. 5.56	17.0	G.H.	G.H.	—	5.50-16	12(56)	I.Tor.	Tor.	7 9	4 4	14 0	5 2	4 8	7 1	32	1,960	B.	52	—	Javelin Jupiter IA coupé
Hy. 4.1	16.7	B.H.	B.H.	132	5.90-15	6(100)	I.C.	—	8 4	4 6	15 11	5 9	5 1	7 1	35	2,395	B.	47	48	KAISER
Hy. 4.55	18.0	B.H.	B.H.	132	5.90-15	6(100)	I.C.	—	8 4	4 6	15 11	5 9	5 1	7 1	35	2,445	B.	48	48	Henry J Corsair Corsair de Luxe Manhattan
Hy. 3.91	22.4	B.H.	B.H.	176	6.70-15	6(100)	I.C.	—	9 10	4 10	17 7	6 2	5 0	7	38	3,265	B.	64	63	TB1
Hy. 4.56	17.7	L.2.L.S.	L.L-T.	198.9	6.00-16	12(63)	I.C.	I.Tor.	9 5	4 8	16 4	5 9	5 2	7 1	38	3,556	B.	—	—	LAGONDA
Hy. 4.56	17.0	G.H.	G.M.	148	6.70-15	12(69)	I.Tor.	—	8 8	4 4	14 6	5 5	5 2	7	33	3,136	S.	49	43	LANCHESTER
Hy. 4.55	15.3	S.H.	S.H.	130	15.5-15	12(35)	I.C.	—	8 12	3 10	12 8	4 8	4 8	6 1	32	2,792	S.	48	47	LANCIA
Hy. 4.88	19.0	S.H.	S.H.	217	5.50-16	12(48)	I.C.	—	9 4	4 3	14 6	5 11	4 11	6 1	35	2,436	B.	52	51	Appia
Hy. 4.7	18.0	S.H.	S.H.	217	5.50-16	12(48)	I.C.	—	9 4	4 3	14 6	5 11	4 11	6 1	35	2,436	B.	52	51	Aurelia B.10
Hy. 4.44	20.0	S.H.	S.H.	263.5	5.50-16	12(48)	I.C.	—	8 8	4 3	14 1	5 0	4 5	6	33	2,324	S.	50	—	Aurelia B.21, B.22
Hy. 4.22	22.4	S.H.	S.H.	263.5	5.50-16	12(48)	I.C.	—	8 0	4 3	14 4	5 1	4 5	6	33	2,436	S.	50	—	2-litre B.20
Hy. 4.88	16.9	G.H.	G.H.	183	6.00-16	12(63)	I.Tor.	Tor.	9 3	4 4	15 1	5 4	5 0	7	35	2,910	S.	49	52	LEA-FRANCIS
Hy. 3.92	20.4	G.H.	G.H.	183	6.00-16	12(63)	I.Tor.	Tor.	9 3	4 4	15 1	5 4	5 0	7	35	3,020	S.	52	53	Fourteen Eighteen
Hy. 3.64	22.1	G.H.	G.H.	183	6.00-16	12(63)	I.Tor.	Tor.	8 3	4 4	14 1	5 3	4 6	7	32	2,570	S.	44	—	2½-litre Sports
Hy. 3.15	—	B.H.	B.H.	202.3	8.20-15	6(110)	I.C.	—	10 3	4 10	17 10	6 5	5 3	7 1	45	4,150	B.	62	62	LINCOLN
Hy. 4.13	18.4	2.L.S.	L-T.	118	5.50-16	6(70)	I.Tr.	I.C.	9 4	4 8	14 7	5 3	5 2	7 1	36	2,644	S.	51	51	Capri, Cosmopolitan
Hy. 4.13	18.4	2.L.S.	L-T.	118	5.50-16	12(84)	I.Tr.	I.C.	9 4	4 8	14 7	5 3	5 2	7 1	36	2,530	S.	51	51	13.3
Hy. 3.89	18.7	L.S.	L.T.	126	6.40-13	6(70)	I.C.	I.C.	8 8	4 9	14 7	5 1	5 1	7 1	36	2,358	O.	54	52	180
Hy. 4.44	17.9	2.L.S.	L.T.	157.6	6.40-15	6(75)	I.C.	I.C.	9 4	4 8	14 9	5 6	5 3	7 1	36	2,921	S.	51	51	220
Hy. 4.13	19.0	L.2.L.S.	L.T.	199.3	7.10-15	12(56)	I.C.	I.C.	10 0	5 0	16 3	6 0	5 4	7 1	39	3,862	S.	55	54	300
Hy. 4.44	18.8	2.L.S.	L.T.	256	6.70-15	12(56)	I.C.	I.C.	9 6	5 0	15 6	6 3	4 11	7	40	3,568	S.	—	5.7	MERCEDES-BENZ
Hy. 3.31	—	B.H.	B.H.	159.1	7.60-15	6(100)	I.C.	—	9 10	4 10	16 10	6 1	5 4	8 1	42	3,400	B.	—	—	Monterey
Hy. 4.88	15.3	2.L.S.	L-T.	105	5.50-15	12(51)	I.C.	—	7 10	4 2	12 3	4 11	4 4	6 1	31	1,932	S.	44	—	M.G.
Hy. 4.88	15.3	2.L.S.	L-T.	105	5.50-15	12(51)	I.C.	—	8 6	4 3	14 1	5 3	4 10	7	32	2,352	S.	50	12	Midget, Series T.F.
Hy. 4.1	19.0	G.2.L.S.	G.H.	87.5	5.25-16	12(57)	I.C.	—	8 0	3 11	11 8	4 8	4 4	7	33	1,764	S.	42	—	Magnette, Series Z.A.
Hy. 5.38	12.6	2.L.S.	L-T.	63.8	5.00-14	12(38)	I.Tor.	—	7 2	4 28	12 4	5 1	5 0	6 2	33	1,736	S.	48	46	MORGAN
Hy. 4.88	15.3	2.L.S.	L-T.	88.2	5.50-15	12(51)	I.Tor.	—	8 1	4 51	13 9	5 5	5 4	6 2	37	2,408	B.	52	51	Plus Four 2-seater
Hy. 4.56	17.0	2.L.S.	L-T.	129.6	6.00-15	12(51)	I.Tor.	—	9 2	4 6	14 9	5 6	5 3	7	41	2,912	B.	52	51	MORRIS
Hy. 4.4	—	L.B.L-T.	L.B.L-T.	96	6.40-15	6(90)	I.C.	—	8 4	4 56	14 10	6 1	4 11	7 1	44	2,575	B.	—	—	Minor, Series II
Hy. 4.9	—	L.B.L-T.	L.B.L-T.	132	6.70-15	6(90)	I.C.	—	9 6	4 11	16 10	6 6	5 1	7 1	45	3,040	B.	—	—	Oxford Six
Hy. 4.4	—	L.B.L-T.	L.B.L-T.	170	7.10-15	6(90)	I.C.	—	10 1	5 0	17 5	6 6	5 2	8	47	3,480	B.	—	—	Ambassador
Hy. 3.2	—	D.S.H.	D.S.H.	191.7	7.60-15	12(70)	I.C.	—	10 0	4 11	17 0	6 4	5 3	8 1	42	3,704	B.	—	—	Series 88 Super
Hy. 3.4	—	D.S.H.	D.S.H.	191.7	7.60-15	12(70)	I.C.	—	10 4	4 11	17 11	6 4	5 3	8 1	43	3,815	B.	—	—	Series 98

models ; XK120C, alternative final drive ratios available. Lancia : Aurelia B.22, 90 b.h.p., final drive ratio, 4.4 to 1. Morgan : Alternative final drive ratio 3.72 to 1

"THE AUTOCAR" BUYERS' GUIDE

Make and Model	British List Price (Saloon unless otherwise indicated)	Number and Arrangement of Cylinders	Bore and Stroke	Engine Capacity	B.H.P. @ Spec. r.p.m.	Max. Torque (lb ft) @ Spec. r.p.m.	Compression Ratio	Valve Position	Sump Capacity	Type of Filter	Tank Capacity	Make and Number of Carburettors	Type of Clutch or Coupling	Overall Gear Ratios and Form of Gear Box	No. of Speeds, Gear Lever Position
	£		(mm)	(c.c.)					Pints	Imp. Gals.					
PACKARD															
Clipper Sportster	—	8-I.L.	88.9 x 95.2	4,720	150 : 4,000	260 : 2,200	7.7	S.	14	F.	17	CA (1)	S.D.P.	(S) 3.9 5.9 9.5	3 S.
Mayfair	—	8-I.L.	88.9 x 108	5,360	180 : 4,000	300 : 2,000	8.0	S.	14	F.	17	CA (1)	S.D.P.	(S) 3.9 5.9 9.5	3 S.
Cavalier, Patrician [*]	—	8-I.L.	88.9 x 108	5,360	180 : 4,000	300 : 2,000	8.0	S.	14	F.	17	CA (1)	S.D.P.	(S) 3.9 5.9 9.5	3 S.
Executive	—	8-I.L.	88.9 x 108	5,360	180 : 4,000	300 : 2,000	8.0	S.	14	F.	17	CA (1)	S.D.P.	(S) 4.1 6.3 9.9	3 S.
PANHARD															
Dyna 54	—	2-F.T.	85 x 75	850	42 : 5,000	65 : 3,500	7.2	O.	3½	F.	8½	SO (1)	S.D.P.	(S) OD 6.1 9.2 16.2	4 S.
Junior cabriolet	—	2-F.T.	85 x 75	850	42 : 5,000	65 : 3,500	7.2	O.	3½	F.	8½	SO (1)	S.D.P.	(S) OD 6.1 9.2 16.2	4 S.
PARAMOUNT															
Four-seater	625	4-I.L.	63.5 x 92.5	1,172	30.1 : 4,000	—	6.16	S.	4	B.	8	SU (2)	S.D.P.	(S) 4.9 8.6 14.9	3 C.
PEGASO															
2.9-litre [*]	—	B-V.	80 x 70	2,816	170 : 6,300	160 : 3,600	7.8	O.C.	26	—	22	WE (2)	S.D.P.	(S) 3.8 4.6 5.8 8.5 13.1	S C.
2.5-litre	—	B-V.	75 x 70	2,472	165 : 6,500	138 : 3,900	8.5	O.C.	22	—	26½	WE (1)	S.D.P.	(S) 3.7 4.4 5.3 7.9 13.1	S C.
PEUGEOT															
203	695	4-I.L.	75 x 73	1,290	42 : 4,500	63 : 2,500	7.0	O.	8	—	11	SO (1)	S.D.P.	(S) 4.4 5.8 8.9 19.8	4 S.
PLYMOUTH															
P24-I, P24-2 [*]	—	6-I.L.	82.6 x 111.1	3,569	100 : 3,600	177 : 1,200	7.0	S.	10	—	14	CA (1)	S.D.P.	(S) 3.7 6.7 9.6	3 S.
PONTIAC															
Chieftain, Series 25 [*]	—	6-I.L.	90.5 x 101.6	3,921	115 : 3,800	193 : 2,000	7.0	S.	8½	F.	16½	RO (1)	S.D.P.	(S) 4.1 6.8 10.9	3 S.
PORSCHE															
1500	1,120/8	4-F.F.	80 x 74	1,468	55 : 4,400	76 : 2,500	7.0	O.	5	—	12	SO (2)	S.D.P.	(S) 3.6 4.9 7.7 13.9	4 C.
RENAULT															
750	445	4-I.L.	54.5 x 80	748	21 : 5,000	33.3 : 2,000	7.25	O.	3½	—	6	SO (1)	S.D.P.	(S) 5.1 8.7 17.4	3 C.
2-litre	893	4-I.L.	85 x 88	1,996	58 : 4,000	96.5 : 2,300	6.6	O.	7	—	13	SO (1)	S.D.P.	(S) 5.6 8.4 15.5	4 S.
RILEY															
1½-litre Pathfinder	850	4-I.L.	69 x 100	1,496	55 : 4,500	76 : 2,500	6.8	O.	10	F.	12½	SU (1)	S.D.P.	(S) 5.1 7.6 11.7 20.4	4 C.
975	4-I.L.	80.5 x 120	2,443	102 : 4,400	136 : 3,000	6.79	O.	12½	F.	13	SU (2)	S.D.P.	(S) 4.1 5.9 8.4 13.6	4 R.	
ROLLS-ROYCE															
Silver Wraith chassis [*]	2,445	6-I.L.	92 x 114	4,566	—	—	6.4	O.I.	16	F.	18	ZE (1)	S.D.P.	(S) 3.7 5.0 7.5 11.1	4 R.
Silver Dawn [*]	3,250	6-I.L.	92 x 114	4,566	—	—	6.4	O.I.	16	F.	18	ZE (1)	S.D.P.	(S) 3.7 5.0 7.5 11.1	4 R.
ROVER															
60	820	4-I.L.	77.8 x 105	1,997	60 : 4,000	105 : 2,000	6.73	O.I.	10	F.	11½	SU (1)	S.D.P.	(S) 4.3 5.9 8.8 14.5	4 C.
75	895	6-I.L.	65.2 x 105	2,103	75 : 4,200	111 : 2,500	7.25	O.I.	15	B.	11½	SU (2)	S.D.P.	(S) 4.3 5.9 8.8 14.5	4 C.
90	915	6-I.L.	73.0 x 105	2,638	90 : 4,500	130 : 1,500	6.73	O.I.	15	F.	11½	SU (1)	S.D.P.	(S) 4.3 5.9 8.8 14.5	4 C.
SIMCA															
Aronde	—	4-I.L.	72 x 75	1,221	45 : 4,400	60.8 : 2,600	6.7	O.	8	—	8½	SO (1)	S.D.P.	(S) 4.8 7.11.2 17.6	4 S.
SINGER															
SM 1500 [*]	630	4-I.L.	73 x 89.4	1,497	48 : 4,200	72 : 2,200	7.0	O.C.	7½	B.	10	SO (1)	S.D.P.	(S) 5.1 6.9 10.7 17	4 S.
SM Roadster [*]	519/15	4-I.L.	73 x 89.4	1,497	48 : 4,200	72 : 2,200	7.0	O.C.	7½	B.	7	SO (1)	S.D.P.	(S) 4.9 6.1 9.5 14.6	4 C.
STANDARD															
Eight	339	4-I.L.	58 x 76	803	26 : 4,500	39 : 2,800	7.4	O.	7	B.	7	SO (1)	S.D.P.	(S) 4.9 7.1 11.9 20.8	4 C.
Vanguard [*]	590	4-I.L.	85 x 92	2,088	68 : 4,200	108 : 2,000	7.0	O.	11½	B.	12	SO (1)	S.D.P.	(S) 4.6 7.7 16.4	3 S.
STUDEBAKER															
Champion	—	6-I.L.	76.2 x 101.6	2,780	85 : 4,000	138 : 2,400	7.0	S.	8½	B.	15	CA (1)	S.D.P.	(S) 4.1 6.7 10.7	3 S.
Commander [*]	—	B-V.	85.7 x 82.6	3,812	120 : 4,000	190 : 2,000	7.0	S.	10	B.	15	ST (1)	S.D.P.	(S) 4.1 6.3 10.5	3 S.
SUNBEAM-TALBOT															
90 Mark II A	825	4-I.L.	81 x 110	2,267	77 : 4,100	120 : 2,400	7.42	O.	10½	B.	10	ST (1)	S.D.P.	(S) 3.9 5.8 9.6 12.4	4 S.
Alpine	895	4-I.L.	81 x 110	2,267	80 : 4,200	120 : 2,400	7.42	O.	10½	B.	10	ST (1)	S.D.P.	(S) 3.9 5.2 8.5 11	4 S.
TRIUMPH															
Sports [*]	555	4-I.L.	83 x 92	1,991	90 : 4,800	113 : 2,500	8.5	O.	13	B.	12	SU (2)	S.D.P.	(S) 3.9 5.2 7.8 13.2	4 C.
Renown [*]	775	4-I.L.	85 x 92	2,088	68 : 4,200	108 : 2,000	7.0	O.	11½	B.	14	SO (1)	S.D.P.	(S) 4.6 7.7 16.4	3 S.
VAUXHALL															
Wyvern	495	4-I.L.	79.4 x 76.2	1,507	43.5 : 4,000	75 : 2,000	6.8	O.	8	B.	11	ZE (1)	S.D.P.	(S) 4.6 7.6 15.9	3 S.
Velox [*]	535	6-I.L.	79.4 x 76.2	2,262	65.5 : 4,000	110 : 1,400	6.8	O.	10	B.	11	ZE (1)	S.D.P.	(S) 4.1 6.7 12.8	3 S.
VOLKSWAGEN															
Export model	458	4-F.F.	75 x 64	1,131	24.5 : 3,900	49 : 2,000	5.8	O.	4½	—	8½	SO (1)	S.D.P.	(S) 3.5 5.4 8.3 15.9	4 C.
WILLYS-OVERLAND															
Model 475-A	—	4-I.L.	79.4 x 111.1	2,199	75 : 4,000	—	7.4	O.I.	10	—	15	CA (1)	S.D.P.	(S) 4.6 7.4 11.9	3 S.
Model 675-A	—	6-I.L.	79.4 x 88.9	2,638	75 : 4,000	125 : 2,000	6.9	S.	10	—	15	CA (1)	S.D.P.	(S) 4.1 6.7 9.5	3 S.
Model 685-A	—	6-I.L.	79.4 x 88.9	2,638	90 : 4,200	135 : 2,000	7.6	O.I.	10	—	15	CA (1)	S.D.P.	(S) 4.1 6.7 9.5	3 S.
WOLSELEY															
Four Forty Four	595	4-I.L.	66.5 x 90	1,250	—	64 : 2,600	7.3	O.	9	F.	12	SU (1)	S.D.P.	(S) 5.1 7.7 11.5 19.5	4 S.
Six-Eighty	670	6-I.L.	73.5 x 87	2,215	—	105 : 2,200	6.5	O.C.	10	F.	12	SU (2)	S.D.P.	(S) 4.6 6.6 10.2 14.6	4 S.

Packard : Patrician, Ultramatic torque converter standard ; optional on other models. Pegaso : Alternative compression ratios available. Plymouth : With overdrive ratio, 6.75 to 1 ; automatic transmission and steering column control optional on both models. Singer : Optional on both models, twin carburettors, compression ratio. Triumph : Overdrive optional on both models. Vauxhall : Velox, optional compression ratio 7.6 to 1, 67.5 b.h.p.

TO 1954 CARS continued

Type of Final Drive and Final Drive Ratio	M.H.P. per 1,000 r.p.m. (exp gear)	Make and Type of Brakes		Total Brake Lining Area	Tyre Size	Voltage and Amperage of Battery	Suspension		Wheelbase	Widest Track	Overall Length	Overall Width	Overall Height	Road Clearance	Turning Circle	Type of Front Seat		Interior Width at Elbows	Compartment Capacity approx. Total Capacity	Make	
																F.	R.				
Hy. 3.9	—	L-B.L-T	L-B.L-T	171.5	7.60—15	6(100)	I.C.	—E.	10 2	5 02	17 9	6 6	5 26	7 8	43	3,885	B.	62	62	30	PACKARD
Hy. 3.9	—	L-B.L-T	L-B.L-T	208.3	8.00—15	6(100)	I.C.	—E.	10 7	5 16	17 9	6 6	5 25	7 8	43	4,120	B.	62	62	30	Clipper Sporster
Hy. 3.9	—	L-B.L-T	L-B.L-T	208.3	8.00—15	6(100)	I.C.	—E.	12 5	5 11	20 0	6 6	5 26	8 0	53	4,120	B.	62	62	30	Mayfair
Hy. 4.1	—	L-B.L-T	L-B.L-T	208.3	8.00—15	6(100)	I.C.	—E.									B.	—	—	—	Cavalier, Patrician
																				Executive	Executive
Sp. 6.14	15.1	B.H.	B.H.	102.3	145—400	12(40)	I. Tr.	Tor.	8 5	4 3	15 3	5 3	4 8	8	31	1,386	B.	53	53	—	PANHARD
Sp. 6.14	15.1	B.H.	B.H.	86.8	135—400	12(40)	I. Tr.	Tor.	6 11	4 0	12 3	5 0	4 3	6 6	28	1,397	B.	54	—	—	Dyna 54
																				Junior cabriolet	
Hy. 5.13	—	G.H.	G.M.	92	5.25—16	12(—)	I. Tr.	—E.	8 0	4 3	13 10	5 6	4 6	6	38	2,072	S.	48	43	13	PARAMOUNT
Sp. 4.36	18.3	L.H.	L.H.	136	6.00—16	12(—)	I. Tor.	D.D.	7 8	4 4	13 6	5 3	4 3	6 6	31	2,178	S.	—	—	—	2.8-litre
Sp. 4.38	—	L.H.	L.H.	188.4	5.0—16	12(—)	I. Tor.	D.D.	7 8	4 3	13 4	5 4	4 2	6 6	30	—	S.	—	—	—	2.5 litre
W. 5.7	16.0	L.H.	L.H.	107	155—500	12(75)	I.C.	C.	8 6	4 4	14 3	5 3	5 0	7	30	2,037	B.	—	—	—	PEUGEOT
Hy. 3.73	—	L.H.	L.H.	158	6.70—15	6(100)	I.C.	—E.	9 6	4 10	15 9	6 18	5 12	7 6	39	3,020	B.	59	58	—	PLYMOUTH
Hy. 4.10	—	D.S.H.	D.S.H.	171	7.10—15	6(100)	I.C.	—E.	10 2	4 11	16 10	6 4	5 3	6 6	40	3,389	B.	—	—	—	PONTIAC
Sp. 4.38	21.0	2.L.S.	H.	—	5.00—16	6(75)	I. Tor.	I. Tor.	6 11	4 2	12 11	5 58	4 3	6 6	33	1,684	S.	—	—	—	1500
Sp. 4.71	14.0	B.L.H.	B.L.H.	67	5.20—15	6(85)	I.C.	I.C.	6 10	3 11	11 10	4 88	4 9	7 8	26	1,232	S.	43	43	—	RENAULT
Sp. 4.85	19.7	B.L.H.	B.L.H.	176	6.40—15	6(90)	I.C.	I.C.	9 2	4 76	15 5	5 0	5 0	6 6	32	2,800	B.	57	55	—	750
																				2-litre	
Hy. 5.13	15.3	2.L.S.	L.T.	130.3	5.75—16	12(51)	I. Tor.	—E.	9 4	4 46	14 11	5 38	5 1	7 6	30	2,912	S.	44	52	10	RILEY
Hy. 4.1	20.1	H.V.S.	H.V.S.	202.5	6.70—16	12(63)	I. Tor.	I. Tor.	9 5	4 66	15 3	5 7	5 0	7	—	—	S.	—	—	11	Pathfinder
Hy. 3.73	23.0	S.L.T.	S.L.T.	186	6.50—17	12(55)	I.C.	—E.	10 7	4 11	—	—	—	—	43	—	S.	—	—	—	ROLLS-ROYCE
Hy. 3.73	22.0	S.L.T.	S.L.T.	186	6.50—17	12(55)	I.C.	—E.	10 0	4 10	16 8	5 9	—	7 6	41	—	S.	—	—	—	Silver Wraith
																				Silver Dawn	
Sp. 4.30	18.0	G.2.L.S.	G. L.T.	182.2	6.00—15	12(51)	I.C.	—E.	9 3	4 4	14 10	5 58	5 3	7 6	37	3,024	B.	55	52	13	ROVER
Sp. 4.30	18.0	G.2.L.S.	G. L.T.	182.2	6.00—15	12(51)	I.C.	—E.	9 3	4 4	14 10	5 58	5 3	7 6	37	3,184	B.	55	52	13	60
Sp. 4.30	18.0	G.2.L.S.	G. L.T.	182.2	6.00—15	12(51)	I.C.	—E.	9 3	4 4	14 10	5 58	5 3	7 6	37	3,184	B.	55	52	13	75
																				90	
Hy. 4.77	15.5	L.H.	L.H.	107.8	5.50—15	12(45)	I.C.	—E.	8 0	4 0	13 4	5 1	4 9	6 6	34	2,100	B.	—	—	—	SIMCA
Hy. 5.13	15.3	L.2.L.S.	L. L.T.	122.5	5.50—16	12(51)	I.C.	—E.	8 11	4 3	14 8	5 3	5 4	7	33	2,520	B.	50	53	13	SINGER
Sp. 4.88	15.5	G.H.	G.M.	80	5.00—16	12(38)	I.C.	—E.	7 7	3 10	12 7	4 10	4 10	6	33	1,740	S.	44	37	—	SM 1500
																				SM Roadster	
Hy. 4.87	13.5	G.2.L.S.	G. L.T.	58	5.20—13	12(30)	I.C.	—E.	7 0	4 0	11 10	4 10	5 0	7	32	1,484	S.	50	48	12	STANDARD
Hy. 4.63	17.2	L.2.L.S.	L. L.T.	121	6.00—16	12(51)	I.C.	—E.	7 10	4 6	14 0	5 9	5 5	8	35	2,716	B.	57	56	21	Vanguard
Hy. 4.1	—	L.H.	L.H.	144	6.40—15	6(100)	I.C.	—E.	9 8	4 8	16 9	5 9	5 0	7 6	39	2,800	B.	59	58	23	STUDEBAKER
Hy. 4.09	—	L.H.	L.H.	160	7.10—15	6(100)	I.C.	—E.	9 8	4 8	16 9	5 9	5 0	7 6	39	3,150	B.	58	56	24	Champion
																				Commander	
Hy. 3.9	19.9	L.2.L.S.	L.L.T.	172	5.50—16	12(51)	I.C.	—E.	8 1	4 2	14 0	5 2	5 0	6 6	36	2,924	S.	51	51	10	SUNBEAM-TALBOT
Hy. 3.9	19.9	L.2.L.S.	L.L.T.	172	5.50—16	12(51)	I.C.	—E.	8 1	4 2	14 0	5 2	5 0	6 6	36	2,800	S.	51	51	14	90 Mark II A
																				Alpine	
Hy. 3.89	19.3	L.2.L.S.	L.L.T.	148	5.50—15	12(51)	I.C.	—E.	7 4	3 9	12 4	4 7	3 1	6	32	1,848	S.	48	—	—	TRIUMPH
Hy. 4.62	17.2	L.2.L.S.	L.L.T.	121	5.75—16	12(51)	I.C.	—E.	9 3	4 6	15 1	5 4	5 5	8	40	2,856	B.	49	43	13	Sports
																				Renown	
Hy. 4.62	16.0	L.H.	H.	100.7	5.60—15	12(44)	I.C.	—E.	8 7	4 6	14 4	5 7	5 3	7	38	2,235	B.	56	57	16.5	VAUXHALL
Hy. 4.13	18.4	L.H.	H.	100.7	5.90—15	12(53)	I.C.	—E.	8 7	4 6	14 4	5 7	5 3	7	38	2,355	B.	56	57	16.5	Wyvern
																				Velox	
Sp. 4.43	20.7	L.L.T.	L.L.T.	80.6	5.60—15	6(70)	I. Tor.	I. Tor.	7 10	4 3	13 4	5 0	5 1	6 6	37	1,610	S.	45	47	—	VOLKSWAGEN
																				Export model	
Hy. 4.56	—	H.	H.	—	6.40—15	6(90)	I.C.	—E.	9 0	4 10	15 0	6 0	5 2	7 8	38	—	B.	57	57	—	WILLYS-OVERLAND
Hy. 4.1	—	H.	H.	132.8	6.40—15	6(90)	I.C.	—E.	9 0	4 10	15 0	6 0	5 0	7 8	38	2,507	B.	57	57	—	Model 475-A
Hy. 4.1	—	H.	H.	132.8	6.40—15	6(90)	I.C.	—E.	9 0	4 10	15 0	6 0	5 2	7 8	38	2,588	B.	57	57	—	Model 675-A
																				Model 685-A	
Hy. 5.13	14.5	2.L.S.	L.T.	105	5.50—15	12(51)	I.C.	—E.	8 6	4 3	14 5	5 1	5 0	7 6	38	2,520	B.	50	50	12	WOLSELEY
Hy. 4.56	17.0	2.L.S.	L.T.	129.6	6.00—15	12(51)	I.C.	—E.	9 2	4 6	14 9	5 6	5 3	7 7	41	2,884	B.	52	48	10	Four Forty Four
																				Six-Eighty	

Final drive ratio, 4.1 to 1. **Pontiac** : Hydra-Matic fluid coupling optional. **Rolls-Royce** : Silver Wraith, long wheelbase, 11 ft 1 in ; Silver Dawn, alternative compression 7.47 to 1. **Standard** : Vanguard, overdrive optional. **Studebaker** : Long wheelbase, 10 ft 6 in ; overdrive and freewheel, or automatic transmission, optional extra.



Hooper's stately four-door sports saloon on a Bentley chassis blends well with its typically English setting.

INDIVIDUAL COACHWORK AT ITS BEST FOR FINISH AND

AS an oasis in a desert of quantity production the specialist coach-builders' stands at Earls Court will always be a centre of attraction. Here a discerning buyer may order a car costing possibly five or six thousand pounds, built to individual order, which may reflect the good taste of its

owner. Here, too, one can admire examples of the work of highly skilled craftsmen in much the same way that visitors to the National Gallery admire works of art of a different sort. The very atmosphere produced by these exhibits reflects gracious living of an order not often found in these days of

increasingly high pressure. Fine wood-work produced by cabinet makers of great skill combines with upholstery in good English leather to create interiors which, after lengthy journeys, still remain pleasant and hospitable.

It is not surprising that the finest products of the coachbuilders' art



Requiring no introduction, H. J. Mulliner's beautifully proportioned Continental Bentley saloon body has attracted attention wherever it has been seen.

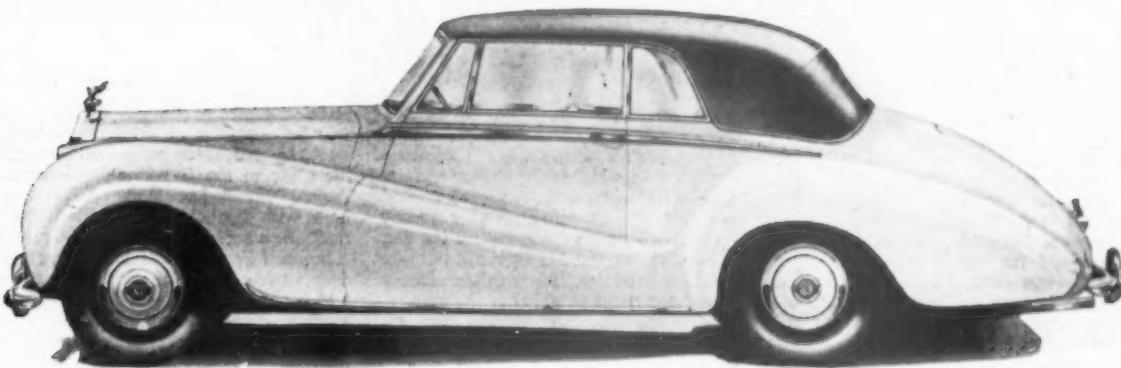
should be created on the most expensive chassis; the majority of the exhibits will be on the Rolls-Royce Silver Wraith and Silver Dawn, the Bentley Mark VI and the 3-litre and Straight Eight Daimler chassis. There will be a selection of production body-work by specialist factories which produce bodies for some of the larger car manufacturers, and, as last year, there will be no foreign coachbuilders with exhibits in the coachwork section. Examples of the work of several of the Continental specialists will, however, be on the actual car stands.

In general, outward appearance will show no startling changes of style; the trend towards all-enveloping coachwork has not yet fully enveloped the specialists. In several examples, rear

designed to be chauffeur or owner driven. All cabinet work is in figured walnut and the car is finished in Berkeley blue with light blue-grey hide upholstery. It is lavishly equipped with a picnic outfit, a cocktail set, tables, footrests and a ladies' companion set in the rear armrest. The main seat backrest is adjustable to give a reclining position and the large luggage locker contains fitted suitcases. Among the many details that make for peace of mind and convenience is the arrangement for locking the bonnet and petrol filler from inside the car. Similar equipment and attention to detail go with the sports saloon coachwork for the Bentley. The clean lines

a large four-door seven-passenger limousine. The rear doors are hinged at their rear edges and the front doors at their front, allowing easy entry and exit. Five passengers can be accommodated on the main seats and two on facing forward occasional seats. An electrically controlled glass division can be operated from either the front or the rear seats.

A two-door foursome convertible coupé will be shown on a Lagonda Mark II chassis by Tickford, whose name has long been associated with this type of coachwork. The head is of Melloroid p.v.c. hood material, and it has three positions—closed, fully open or it may be used in the *de ville* position. The interior is finished in blue-grey leather with walnut facia



Retaining all the better points of British styling, Park Ward's four-light drophead coupé coachwork on a Rolls-Royce Silver Dawn chassis is finished in pale ivory cellulose. A chromium-plated moulding accentuates the pleasant sweep of the waistline.

LUXURY ON THE SPECIALISTS' STANDS AT EARLS COURT

wings are merged with the body sides and in some instances have disappeared altogether. Front wings, however, still remain separate entities for the majority, and radiators still proudly announce the identity of the car.

Among the examples of convertible coachwork on show will be a drophead coupé on a Rolls-Royce Silver Dawn chassis by Park Ward. The car is finished in a colour scheme of pale ivory with green leather upholstery and a green head. Long sweeping lines give an impression of low overall height, accentuated by a chromium plated moulding at the waist line sweeping downwards at the rear to join the wing line. The car accommodates four people, including the driver, and has an exceptionally large luggage locker. Park Ward will also show three other bodies, two on Rolls-Royce Silver Wraith and one on a Bentley chassis. In all examples aluminium paneling is used on a steel framework.

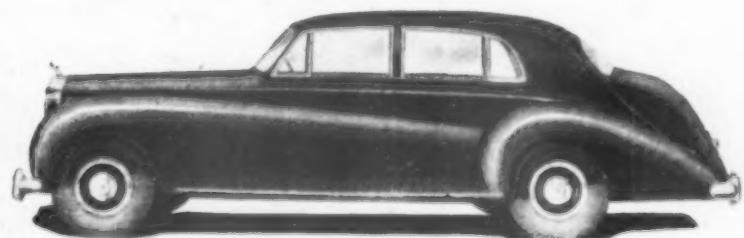
James Young are showing three cars, two Rolls-Royce models and a Bentley. The four-door sports saloon body for the Silver Wraith has an electrically operated dividing window and is

of the car, which uses a Continental Bentley type of radiator, suggest fast, long-distance travel.

No introduction is required to the Bentley two-door Continental sports saloon to be shown on H. J. Mulliner's stand; since its first appearance the car has created a stir wherever it has been seen. This year it will be finished in Circassian blue with blue-grey upholstery. On this stand, too, will be a further Bentley and two Rolls-Royce Silver Wraiths, of which one will be

and fillets; the exterior finish is in Circassian blue. Detail fittings include heater and air conditioning, windscreen spray, dual screenwipers and a radio. As well as the convertible coupé, Tickfords will show a two-door sports saloon, also on a Lagonda Mark II chassis.

Freestone and Webb have chosen two Bentleys and two Rolls-Royce Silver Wraith chassis on which to show their exhibits. The four-door six-light saloon coachwork for one of the latter



Intended to be either owner- or chauffeur-driven, this four-door sports saloon on a Rolls-Royce Silver Wraith chassis will be shown by James Young, of Bromley.

EXCLUSIVELY BRITISH continued

Intended specifically for high-speed, long-distance travel, E. D. Abbott's two-door Bentley saloon has an efficient aerodynamic shape and great luggage capacity.



Is in the very best tradition of English styling. Separate, long, swept front wings meet the rear wings below the hub level; at the rear end the wings, roof line and luggage locker sweep down in a graceful, merging curve to the rear bumper. Accommodation is provided for six or seven passengers, and a sun roof, fitted with a Perspex panel, is provided over the rear compartment. A very convenient quick-lift control for the driving-side window is incorporated and detail equipment includes folding picnic tables, cocktail requisites, radio, electric clock and an electrically operated curved glass division. A dual colour scheme is used; all four wings and the bonnet top and roof are black and the side panels of the bonnet and body are in a pale saffron colour.

A very striking fixed head saloon on a Bentley chassis will be shown by E. D. Abbott. Intended for high-speed, long-distance travel, this car is of an extremely efficient aerodynamic shape. In spite of this, however, the comfort of the occupants has not in any way

been sacrificed. A light, strong ash frame, mounted on a steel sub-frame, is panelled in aluminium. Two deep separate seats are fitted in front and the full-width rear seat is designed to fold forward and down to provide greatly increased luggage space within the car. This can, by folding down a flap, be made to communicate with the already capacious luggage locker at the rear.

Hooper, too, have chosen Bentleys and Rolls-Royce Silver Wraiths on which to display their coachwork. In addition they will show an Empress Mark II four-door saloon on a 3-litre Daimler special series chassis. Very simple in line and of striking beauty, this body has the rear wheels submerged in the body panels with only the indications of rear wings where the wheel covers are recessed into the body sides. A wide, curved windscreen brings the thin pillars back into a position where they do not obstruct the driver's vision and the side windows are electro-hydraulically opened and closed.

In addition to these individually

built examples of fine coachwork there will be examples of production body-work by specialists who build bodies for some of the larger manufacturers. Among these, Mulliners of Birmingham will display their standard production coachwork for the Standard Vanguard Estate car and the Triumph sports two-seater. In addition to these and other examples will be shown the elegant Aston Martin DB2-4 sports saloon which was recently announced and described in *The Autocar* of October 2. The Vanden Plas stand will have various styles of large, luxurious coachwork on the Austin A.135 production chassis.

Altogether, the coachwork display promises to be as good as it ever has been. Elegant cars will glitter behind their braided ropes and banks of flowers. The smell of expensive leather will be there and one may—where the door handles do not bear "Door locked" notices—sink back into deeply sprung seats and reflect that, after all, there is still a place in the world for the products of real craftsmen.



Freestone and Webb will show a sports saloon four-door six-light body on a Bentley chassis. The car is finished in a dual colour scheme of pink beige and Brundore iris.

My father-in-law wants a lot . . .



"The car I want" said my father-in-law 'doesn't seem to be easy to find nowadays. It's the kind of car that made Britain famous on the roads. It's largely a hand-made car—a solidly made job that isn't clumsy, a car with a turn of speed but more than a turn of comfort.

And, of course, its looks must reflect its breeding. I've got no time for these flashy shapes that put me in mind of a chocolate blanc-mange. I've looked

through all the catalogues, and the car that comes nearest to my taste is this Singer Saloon. What do you think of it?



. . . and finds it in the SINGER® I500

STAND NO. 161, INTERNATIONAL MOTOR SHOW, EARLS COURT, OCTOBER 21st to 31st

TO ARRANGE A TRIAL RUN, WRITE FOR YOUR DEALER'S NAME TO SINGER MOTORS, BIRMINGHAM (AND AT COVENTRY)

DOMINION - the driving spirit!



Motorists who want a thoroughly reliable non-premium motor spirit prefer to fill their tanks with DOMINION. This dependable spirit is distributed and guaranteed by the National Benzole Company Limited, the organisation owned and entirely controlled by the producers of British Benzole.





One of the latest auxiliary lamps—a novel Butler model with frontal bulb holder.

Keen Competition is Raising Quality, Lowering Prices

ACCESSORIES—More and Better

THAT materials are more plentiful and competition keener is going to be clearly evident in the accessory galleries at the London Show. Finish, especially in chromium plating, is back to and in many cases beyond pre-war standards, and manufacturers' advance statements and previews clearly indicate a downward price trend.

Motorists who are interested in the appearance of things as well as their utility are going to be pleased with the neat styling of many of the new lamps. These, and indeed accessories in general, are at ordinary times very difficult to choose, because they are scattered in ones and twos around garages, and neither salesmen nor storekeepers have any technical information on them, especially their rust-repellent qualities—or otherwise. The reverse is the case at Show stands, where the fullest information is available on materials, finishes and performance characteristics.

Apart from a general tendency to price reductions, some accessories will be examples of simplified devices which seem particularly appropriate to the cheaper small cars making their appearance in the main hall below. A good example of this is a Parr luggage rack which is a simple grid platform, without sides or ends, which would seem to be an answer to the problem of limited body space for suitcases, and the same applies to the simplified interior heaters which have made their appearance in recent years.

Delaney-Gallay, Tudor and Weathershields will all show new ventilator heaters which have no radiator of their own but take in warmed, fresh air from a small scoop behind the car's own radiator, and Delco-Remy and Key-Leather will have radiator heaters with ventilation provision.

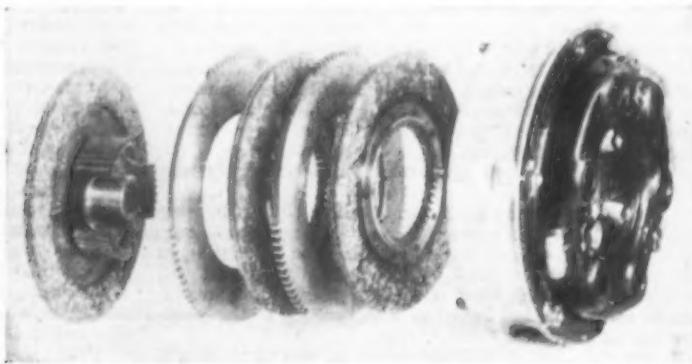
Tartan on Show

Only ladies' fashion departments can show a more extraordinary variety of materials than that found in the car seat covers which will appear at the Show. There are cotton, nylon, waterproof plastic weaves, and even a sort of leopard-skin material, presumably to go with the more tigerish two-seaters in the main halls! There will be, of course, tartans, and one Scottish firm will show nothing but all-wool tartans, representing every Scottish clan, so numerous that it may be wondered how England ever retained her independence . . .

The legal position as to the present and future of winking indicators is still not quite clear, but there will be a variety of winker sets, British and Continental. A new one will be by Magnatex, and it has the French kind of control, a long lever like a smaller gear lever, protruding from the steering column, below the wheel.

There have been great stirrings in the tyre world, resulting in new designs, among the most interesting of which

An amusing novelty, ocelot seat covers by Car-Coverall; and a new multi-plate clutch for competition cars (Borg and Beck).





On a Lucas stand there are to be three-dimensional picture models which will realistically demonstrate various lighting effects, using actual car lamps with their beams scaled down for the models by special lenses. An automatic electronic switchboard behind the display changes the lamps in sequence.

will be special tyres for snow and other slippery surfaces, with non-clogging treads. One of the most interesting has been designed to conserve something of the silent running and long life characteristics of a normal touring tyre and, in general, these new tyres are a kind of compromise between the exclusively cross-country tyre and the normal road tyre. The motorist in cold climates, or one who has to contend with very rural or "colonial" conditions as well as long main road journeys, will find such tyres interesting. Another development is purely styling: nearly all the principal companies are coming out with white-walled tyres for the home market and will be introducing them at the Show.

Engine Components

There is another way in which the Show is always of great value to the serious motorist, and that is in the great number of those better-quality components which can be used in overhauling an engine of popular type to make its second life much longer than its first. In this respect, special long-life pistons such as those which will be shown by Bricovmo; chromium-plated top piston rings which are known greatly to prolong bore life; and such long-life liners as are shown by Laystall are of special interest. The various special piston rings which exert up-and-down pressure in their grooves—such as those of Wellworthy and Cord—are another study.

The conversion of older cars to twin rear lighting is not yet an urgent matter for owners, though a reflector in addition to a single rear light is necessary in October, 1954. But many owners, impressed by what has been published about the serious contribution to road accidents by inadequate rear lighting on all types of vehicles, do seem to be converting before it becomes actually necessary in law. The principal accessory firms have in some cases prepared complete matching sets of rear and number plate lights, which are obviously going to look better on a car than a haphazard set of one of this and two of the other. Smart accessories always seem to miss improving a car if they are of unsuitable size and styling, but the new conversion sets which have made a pre-Show appearance have been very neat and solid.

There is going to be quite a wide choice of such lighting at the Show, as makers seem to have a keen eye on the vast conversion market, and the galleries will be interesting in this respect. An essential preliminary to one's visit will be a study of the tail panel of the car, to fix a clear mental picture of its style and layout as a background to the lamps one will be seeing.

Before considering auxiliary lamps at the front, it will

be worth paying a visit to the Lucas stands, for there are now more conversion head lamp sets for the older car, to bring its lights up to date. For current family cars there will be shown, as last year, a "medium" head lamp, halfway between the block pattern lamp unit and the lordly lamps fitted to performance cars. The latter, alas, cannot be fitted except where the manufacturers of the car have done so. Conversion, in this case, is a coachbuilder's job, involving modification of the wings. There are Continental-style replacement lamp bodies, with tongued double-filament bulbs, in the French manner, for the keen tourist in countries across the Channel. Lucas, the biggest of the lamp makers, are to show most interesting new auxiliary lamps, long range and fog, in matched pairs.

There has been very general restyling by other lamp manufacturers, one or two of whom retained too long the large lamps suitable for the generous recesses of the old kind of body styling. Quite a number of neatly styled, shallow bowl lamps are being introduced. One has the unusual feature of a bulb mounting in the front of the lens, in conjunction with an unobstructed reflector, design which makes replacement of a bulb particularly easy on the road. The London Show is certainly the only real opportunity during the year of planning the partial or complete modification of a car's lighting on a constructive scheme, giving, as it does, the opportunity to study all the available lamps with but a short walk between the stands.

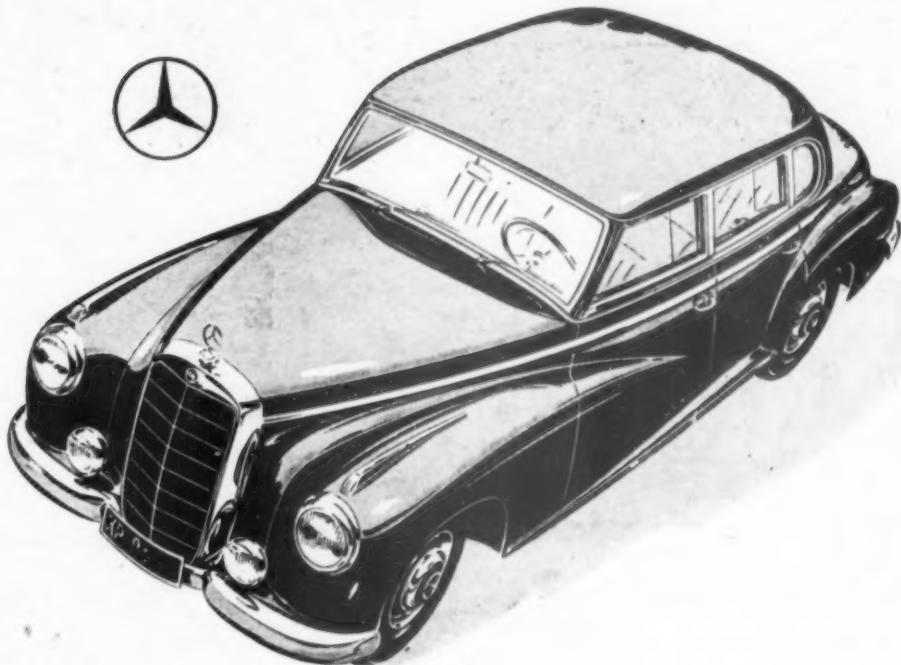
Invasion

Among the Continental lamp manufacturers will be many who appeared at the Show last year and appear again. They have been for the most part little seen in garages and accessory shops, but some of them are interesting and the Show is the only opportunity which most people have of comparing them. Bosch lamps, last year a single spy on a factor's stand, will appear this year in battalions on the maker's own stand.

Décor will be as splendid around the accessory stands as ever and will maintain the position of the London Show as the most splendid and glittering display of accessories the world affords. This year there are going to be more working models, and more demonstrations, probably the most outstanding of which will be uncannily realistic models of roads on a Lucas stand. These will be three-dimensional picture models of town and country roads (one represents a convincingly foggy night), illuminated by a series of actual car lights, with their beams cunningly scaled down to model size and intensity. Some of the "pictures" show the effects of better rear lighting.

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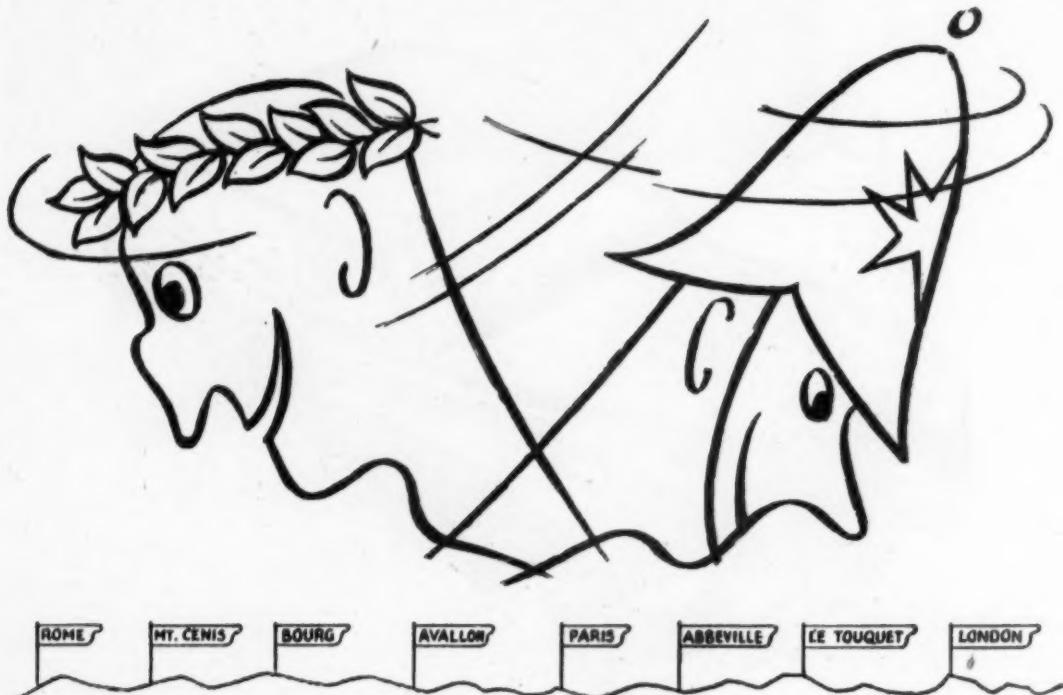
Stand 142 at International Motor Exhibition

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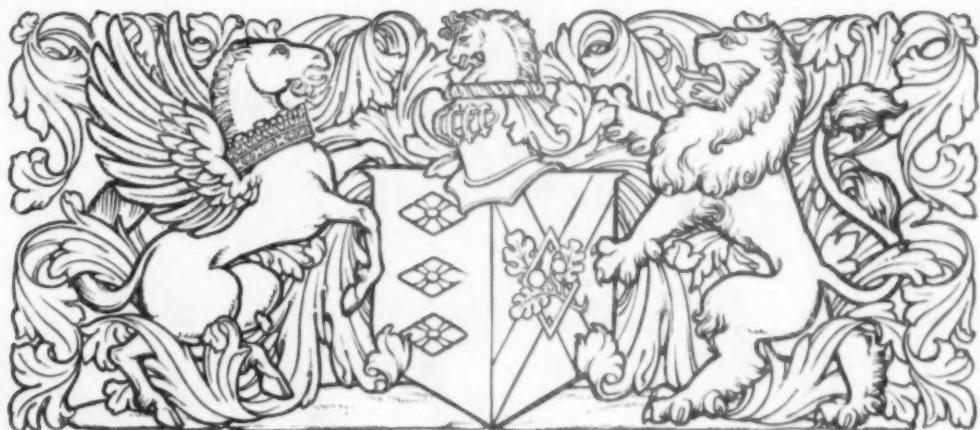


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Memories of a famous victory ; the Jaguar XK120C which won this year's Le Mans 24-hour race, driven by A. P. R. Rolt and J. D. Hamilton, will occupy a place of honour at Earls Court.

wood Nine-Hour race and the Tourist Trophy race), the **Frazer-Nash** Le Mans coupé (2-litre class victor at Le Mans), the **Jaguar** XK120C (outright winner of the Le Mans 24-hour *Grand Prix d'Endurance* at 105.85 m.p.h.—the first time that this classic event has been won at over 100 m.p.h.) and the streamlined **Panhard** Dyna which won the handicap side of the Le Mans event. All of these were famous, hard-earned and deservedly acclaimed successes.

No less so, in other fields, were the achievements of the **Ford** Zephyr which won the 1953 Monte Carlo rally, the **Austin-Healey** which recently captured

COMPETITION CARS ON SHOW

RACING CARS ONCE MORE AT EARLS COURT : ALSO FAMOUS SPORTS CARS

ONCE again, the sports and racing car enthusiast will have the opportunity, in the Earls Court, London, Show, to examine some of the latest British racing cars in detail; for this year there will again be stands devoted solely to such cars—an innovation introduced at last year's Show. The manufacturers concerned are Connaught, Cooper, H.W.M., Kieft and Staride.

In addition, on the stands of certain manufacturers of production cars, there will be displayed as special exhibits various cars which have distinguished themselves in races, rallies and record-breaking activities during the last year. These manufacturers are Aston Martin, Austin, Bristol, Ford, Frazer-Nash, Jaguar and Panhard; additionally, the experimental "car of tomorrow" produced by Ford as the X100 model will appear on the Lincoln stand.

Even to the ordinary motorist with no special interest in racing, there is something fascinating about the purely racing car. Everything about it is functional; there are no unnecessary trimmings, the instruments fitted are those required to provide the driver with important information and no more, the seat is designed to hold the driver firmly in place, the frontal area of the complete car is reduced to the minimum—and, most important of all, the weight of every component is kept as low as possible, for this is an important consideration in obtaining maximum performance. The controls, too, repay close study, for their positions must be absolutely right to avoid any possibility of fumbling or momentary lack of concentration by the driver.

The **Connaught** exhibit will be a 1953 Type AL formula 2 (unsupercharged 2-litre) single-seater racing car, fitted with a four-cylinder engine equipped with the Hiiborn-Travers fuel injection system in place of carburetors. From the **Cooper** firm come both a Cooper-Bristol Mark II formula 2 car, the successes of which have been numerous, and an example of the famous Cooper 500 c.c. cars; the latter will be the new streamlined version which has just captured 15 international class records at Montlhéry. The **H.W.M.** stable, of Walton-on-Thames, will show

one of their formula 2 racing cars, which have engines developed from the four-cylinder Alta unit which has appeared in various cars with good results.

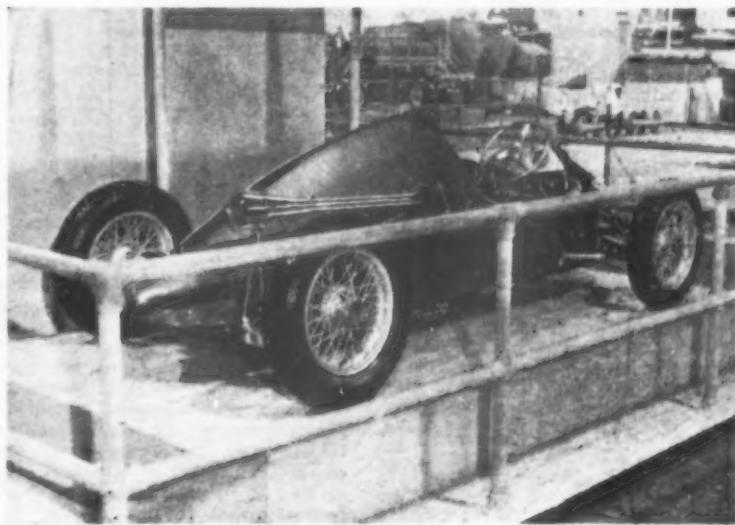
The formula 3 Kieft (unsupercharged 500 c.c.) single-seater racing car shown this year will be broadly the same as last year's exhibit, but will have the added attraction of a four-cylinder engine, the first British production car to this formula to use this type of unit. This is the Turner engine, which was described in detail in *The Autocar* of September 19, 1952. Finally, and a newcomer to the Show, comes the **Staride**, another British formula 3 car; this will boast a twin-o.h.c. Norton engine, the most successful unit yet used in this class of racing.

Among the cars on the stands of sports car manufacturers which have achieved important racing successes this year are the **Aston Martin** DB3S (winner of the B.R.D.C. Empire Trophy race, the Good-

over 100 international, national and American stock car records on the Bonneville salt flats, and the **Bristol** Type 450 coupé which, in addition to winning the 2-litre class in the 12-hour sports car race at Rheims, broke six International Class E records at Montlhéry as recently as last week. These will all be found on their makers' stands.

Finally, there is the **Ford** X100, not intended as a production car, an experimental model incorporating many remarkable features which include a plastic canopy, which shuts automatically if it rains, and electrically driven blowers to cool the front brakes when their temperature rises beyond a certain point, a fantastic exhibit.

All in all, there will certainly be no lack of interest for the devotees of the ultra-fast car; the Show promises to be the best since the war in this, as in most other respects.



Last year the formula 3 Kieft racing car attracted much attention ; this year it will be seen for the first time with a four-cylinder engine, still a novelty in the 500 c.c. field.

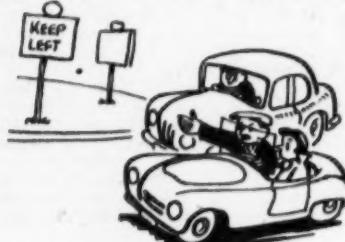
Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Roundabout Rules

ROUNDABOUTS have signalling problems of their own, especially the very big ones that are fed by a greater number of roads than the usual four. But even on the ordinary ones some motorists seem to introduce confusion where it need not arise.

An ordinary roundabout, surely, is a cross-roads with a circular safety device in the middle. To go straight across under normal traffic conditions ought, therefore, to call for no signal at all, and turning right or left can be dealt with by the usual signal. However, there are some drivers who feel that the left-hand indicator should go out to signal that they intend to skirt the circular centrepiece, and then, after the right-hand movement of the steering wheel has cancelled it, to erect it again to show that they are leaving at the appropriate point. An elaboration on this is the erection of the right-hand indicator (to show, presumably, that the driver is about to approach the



Signalling problems.

kerb of the centrepiece in order to increase the radius of his turn), and then the left-hand one at the appropriate point. The general effect is confusing. I am all for regarding the simple roundabout as a straightforward cross-roads for signalling purposes, and for restricting any essential signal to the point of departure from one of the really big examples.

Incidentally, that dangerous crossing of the Bath Road at Twyford, where the Halt signs guard A4 from the Twyford-Henley crossing road, cannot have a roundabout because it would cost £30,000. For heaven's sake, why should it cost that much? And why cannot drivers obey the Halt signs at that point and avoid the frightful accidents that have happened there?

♦ ♦ ♦

Safety Forum

WHEN I arrived at the Central Hall, Westminster, for the road safety forum on October 7 the ground floor was quite crowded and the first debate was in progress. It was a little

outside my territory, being concerned with motor cycle safety, but I was glad to hear Graham Walker make a spirited comment to the effect that the men and the machines were all right, but that they had to operate in impossible road conditions owing to neglect; the point was further hammered home when another speaker from East London said that his borough would like to train motor cyclists, but where? The M.O.T. expert made a most peculiar comment on the proposal that taxpayers' money should go to the support of the R.A.C. and A.C.U. training scheme for two-wheelers. The taxpayer might have to contribute, he said in effect, to something in which he had no interest whatsoever. I have a feeling that some of us have been doing that for a good many years now.

♦ ♦ ♦

Prone

FROM that time on I began to get depressed, and to realize the point made by the same Government speaker in a third motion—that too much propaganda deadens and loses its effect. A fundamental interest, plus a professional one, has given me a lot to do with road safety for many years, and I am not alone, I know, in having been reduced to a semi-permanent state of depression by too much of a good thing; moreover, I think that a sense of over-anxiety is induced that might, in the ultimate, amount to jitters at the wheel, thus rendering one less safe than would otherwise apply. Anyway, motion two was a very sensible one from Cambridge pleading for more data on accident proneness, and putting forward some figures which tended to suggest that quick results might accrue from detecting accident-prone road users and forbidding them the road.

♦ ♦ ♦

Expert View

D. W. H. GLANVILLE, Director of Road Research, was very interesting in replying to the debate. He stressed the amount of work that had already been done, but stressed, also, its immense difficulty. The first reason for this was that such small numbers of accidents and individuals were concerned. Moreover, proneness itself was not a simple fact. It might be proneness of environment (a driver who drove all day in busy streets), of vehicle type, temperament, or just chance. Complicated tests had been evolved to simulate road conditions, but nothing conclusive had yet emerged, and some awkward contradictions had shown themselves.

For instance, statistics showed that

the 40 to 50 age group were the safest drivers on the road itself, and that the 20-30 group were less safe. In tests, the 20-30 age group tended to score, while the 40-50 group was not so good.

♦ ♦ ♦

Temperament

THEIR feeling at the road research laboratory was that temperament was very important, and he reminded the congress that temperament changed as a man made his way through life. Thus a further complication was introduced. Dr. Glanville supported the proposal, however (calling for data, you remember), and the congress carried the motion on a show of hands.

Westminster Central Hall is not the most cheerful of places. The grey October light was tinged with the blue of tobacco smoke as it came in through the high windows, and the palms fronting the organ on the platform looked wildly out of place in those sober surroundings. A third motion, that propaganda should be more "horrific," was proposed, and, after a few short speeches that were more revealing of human nature than constructive was carried. The debaters were poles apart on this one; either you wanted to hit and hit hard, or you wanted to educate, and the Ministry man, summing up, was most reasonable here. It was a personal view, he said, but he felt that horror posters could be used occasionally when the impact of educative posters had lost its force—as "shot in the arm" treatment, in fact. Curiously, women were strongly in support of horror, which may have been coincidence or something deeper; I do not pretend to know.

♦ ♦ ♦

Post-script

I LEFT Westminster and climbed to the top of a bus in the hope that the high view of the Thames over the bridge would lighten my spirits. Opposite me sat a middle-aged woman with an expressionless face, who argued quietly and flatly with the conductor that she knew where she was going, could not pay her fare, and would get off at her chosen point. It seemed that no one could help, and the conductor was desperately worried in case he was forced to call the police before he could find a London Transport inspector. One would like, in such cases, to be able to help, positively and decisively; instead, one abdicates with a knowledge that tragedy is brewing, and of helplessness in the face of it. A morning that I do not wish to repeat.

BEARINGS

by

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at the

MOTOR SHOW

EARLS COURT



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MISS HILCOT needs help

Betty Hilcot, 28, brown haired and pretty—as you can see. Lives in a flat in Kensington. Owns an A40 saloon. Has no heating in her garage. Is worried about the radiator freezing up now the cold weather is coming.

What advice should be given? To use Anti-Freeze naturally. But which Anti-Freeze? The best is Snowflake, the new brand marketed by Shell-Mex and B.P. Ltd. It's guaranteed to protect your car down to 35° of frost.

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The safe radiator service, a part of the Shell and BP Service. Ask for it where you see this sign...





ON THE SITE at Earls Court

A CARAVAN PREVIEW

An interior view of the luxurious Meteor produced by Roll-along Caravans. This model will be on show for the first time at Earls Court.

FOR those who like looking at caravans, for those who like towing them, and for those who live in caravans permanently, this year's London Show will provide a galaxy of entertainment. Twenty-two caravan manufacturers are exhibiting their wares and every conceivable accessory needed for a day in the country, or a month at the seaside, is available for inspection.

With so many recently introduced small cars on show for the first time it is likely that the demand for light towable caravans will be greater. Many manufacturers have anticipated this demand, and, although there will be many permanent homes on view, the accent would appear to be on smaller yet roomier models.

On Stand 193, Fairholme will introduce a new model called the Leprechaun. Despite the fact that this caravan is only 12ft long, it has sleeping accommodation for five persons. Again catering for the light car owner, Car Trailers (Stand 183) will exhibit the popular County tent trailer which folds up when not in use and can be towed by any small car exceeding 750 c.c.

A 15 cwt model known as the Winchester Pipit will be shown on Stand 185. This is one of two new models which will be introduced by Bertram Hutchings. The Willerby Caravan Co., Ltd. (Stand 189) will exhibit a comprehensive range of models varying in size and weight. The largest model on this stand will be the 22ft Willerby. Paladin will introduce the Mercury, a new 12ft model panelled from floor to ceiling in polished oak veneer. This exhibit will be on Stand 190.

Rollalong (Stand 179) will be exhibiting their latest creation, the Meteor, a 22ft luxury model offered at £785. Of special interest to overseas visitors will be the Continental model shown by Car-light Trailers (Stand 182). This model will be equipped with an air-conditioning unit which cools and dehumidifies the interior. Jubilee Caravans (Stand 184) will have their Gandy and Wasp models on show. This company specializes in extras such as cutlery and fitted carpet. The Burlingham company (Stand 180) will exhibit their new Burlingham Windermere and Kendal models; the former is hand built and can be supplied in a wide range of interior finishes. Eccles, whose exhibits will be on Stand 173, are introducing a new model which is only 10ft long and weighs 10½ cwt; known as the Coronet, this caravan will be on show alongside the already popular Coronation model.

Two new caravans will be exhibited on Stand 176 by Northampton Caravans.

Both models are in the Glider series. Other products of this company remain basically the same as before. Scotland will be represented by Thompsons on Stand 178; this company will exhibit a full range of models which remains the same as in 1952.

The most startling price reduction has been achieved by Coventry Steel Caravans, who will be exhibiting a Coventry Knight at Earls Court for the first time. On Stand 187 this will be their principal exhibit, having recently been reduced in price from £2,200 to £765. It is understood that this apparently fantastic reduction has been made possible by the extensive use of Permaply, a resin-impregnated Vinesta product, which is normally used in the construction of living accommodation in tropical countries.

Two luxury touring models will be shown by Freeman Caravans. These, the Talisman and Clansman, will be on Stand 191. Both models have a kitchen and inside toilet. O. G. Lywood (Stand 177) will exhibit the Clubman Special. Six opening windows are fitted to this model

and Fibreglass insulating material is used in the wall cavities. Siddall Caravans (Stand 188) will show four models which will be variations of the standard Sundial and Rainbow types.

On Stand 194, Alperson Products will show their complete range of models. The smallest of this range will be the Lightweight Colt and the largest the Elizabethan living van. The models on show from Cheltenham Caravans will be basically the same as last year. This company's products will be on Stand 186. Ensor will introduce a new model, with end kitchen and toilet, known as the Elite. The Ensor Home, a 22ft luxury model, will also be on Stand 174. Two new models will be shown by Raven Caravans on Stand 172; these are the Savoy and Arcadian, which will accompany the already well-known Castle model. M. R. Pascall (Stand 181) will be showing a much modified Panther model known as the Panther Mark VI. Richardsons Garages, manufacturers of the popular Beverley range, hope to grace Stand 192 with a new 19ft model known as the Regal. This will be on show alongside the already popular Beverley de luxe and the Beverley cruiser.

A tremendous selection to suit every taste. In addition to the models shown, manufacturers will be able to advise potential buyers, and, in most cases, existing designs can be modified to suit individual needs.

NEW CAR RADIOS

Taking Care of the Finer Points

IT appears that car radio manufacturers have been busy since last year's Show, for new models are about to appear. Many of the sets which have been current during the past year undoubtedly give excellent reception and service, and it seems that the industry is now so much on top of its job that it can concentrate on small refinements. The sets basically are very good, and competition now exists between one maker and another to simplify control, improve appearance, and so on, to attract the buyer.

Ekco, for example, have been producing special sets for installation in Ford Consul and Zephyr cars, and now they are introducing a new model (the CR152/F) for these cars with drum tuning. This means that no tools are needed for tuning preselected stations. There are three drums and each can be set to a required station. All that is then necessary is to turn a switch to change from one station to another. But this will not be the only Ekco radio which will be on display.

Motorola will have an interesting new-

comer called the Golden Voice Model 821, which is an eight-valve set. It will be on show in addition to their six-valve Model 621. Both sets have push-button tuning on five stations, and again it is now possible to change pre-set stations without tools. The manufacturers claim that station retuning is the work of a moment, and that stations will not be shaken off tune by vibration, temperature extremes, or road shocks. The appearance of the new sets is unquestionably smart.

H.M.V. Radiomobile, made by Smiths, will be on show, of course, for these sets are fitted exclusively by more than 20 car manufacturers. There are two basic control units for the home market, the three-push-button 4100 and the five-button 4200, and there are two amplifiers. These sets will also be shown in their export versions. The new model on this stand will be the 4260. It is essentially the same mechanically as the 4200, but it has been completely restyled.

Additionally there will be displays of aerials, parts, and separate rear loudspeaker kits.

NEW CARS AT THE SHOW

DETAIL CHANGES IN SILVER

DAWN AND SILVER WRAITH

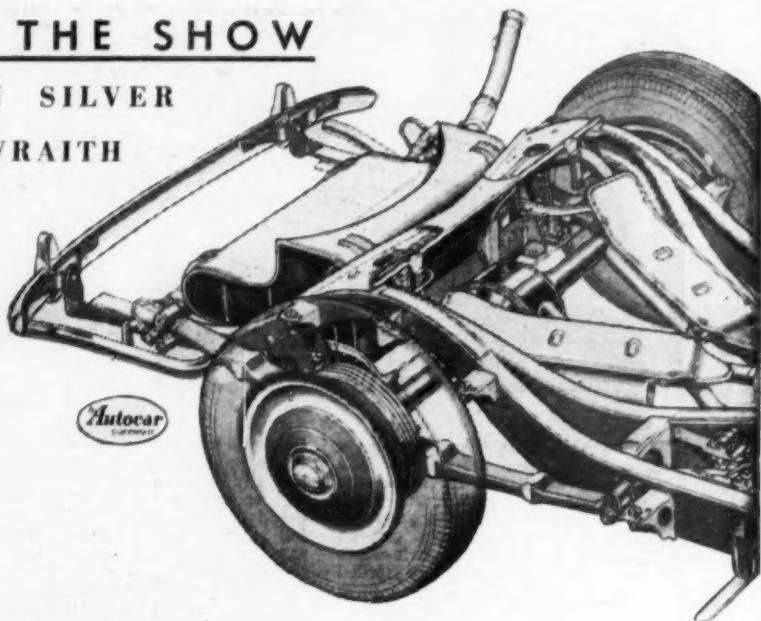
CHASSIS: TWO-PEDAL

BENTLEY

AS regards general appearance, the Rolls-Royce and Bentley cars for 1954 are very similar to those produced in 1953, yet some important changes have been made. There are certain modifications to both body and chassis features, which have been designed to improve either the performance or the general utility *without* producing any noticeable difference in the external character of the cars.

In the Rolls-Royce range two models are available, the Silver Wraith and the Silver Dawn. Whereas the Wraith is produced as a chassis on which specialist coachbuilders construct a body, the Silver Dawn is primarily fitted with a standard steel body of Rolls-Royce design. In the Bentley range two chassis are available; the standard chassis, on which is fitted the standard steel saloon body, and the Bentley Continental chassis, which has a modified engine compression and final drive ratio.

The basic features of both Rolls-Royce and Bentley cars are quite similar; the similarity is now increased by the introduction of automatic transmission for the Bentley. Both are fitted with 4½-litre six-cylinder engines of very sturdy construc-



tion—for example, seven main bearings support the crankshaft. A conventional arrangement of "bath tub" shaped combustion chambers is used, but the valve operation is somewhat unusual with overhead inlet and side exhaust valves. The inlet valves are operated by push rods and rockers, while the exhaust valves are actuated directly by the tappets. Both engines run on a 6.75 to 1 compression ratio (7.2 to 1 for the Continental Bentley),

but whereas the Rolls-Royce engine is supplied with fuel by a single downdraught Zenith carburettor, twin side-draught S.U. carburettors and a special cold-start device are used on the Bentley. Different cam-shafts are also used to produce the desired performance characteristics for the two types of car.

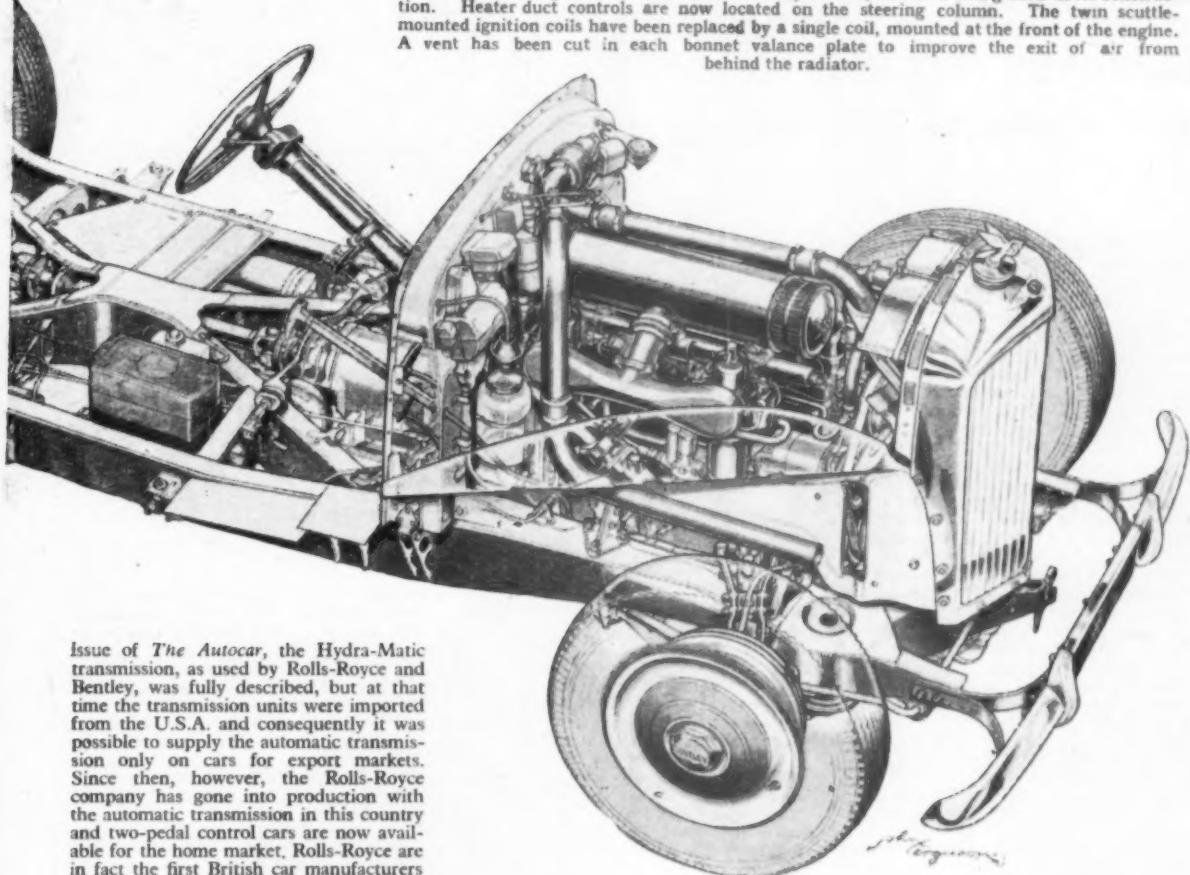
Perhaps the most significant development is the extended use of automatic transmission. In the October 24, 1952,

ROLLS-ROYCE and BENTLEY CHANGES



Introduced primarily for the owner-driver, and slightly smaller than the Silver Wraith, the Rolls-Royce Silver Dawn is now available on the home market. This one has five-seater saloon coachwork by Rolls-Royce. The chassis will also be supplied for alternative coachwork by the several specialist coach-builders, among whom Park Ward are producing a two- or four-light drophead coupé with electrically raised and lowered hood.

This fine study of the latest Bentley chassis shows the arrangement of the main components, including the automatic transmission; the gear box retains the existing design of mounting and brake servo motor. There are only two pedals, as can be seen through the cutaway scuttle side in the drawing. The frame is now entirely welded, no rivets being used in its construction. Heater duct controls are now located on the steering column. The twin scuttle-mounted ignition coils have been replaced by a single coil, mounted at the front of the engine. A vent has been cut in each bonnet valance plate to improve the exit of air from behind the radiator.



Issue of *The Autocar*, the Hydra-Matic transmission, as used by Rolls-Royce and Bentley, was fully described, but at that time the transmission units were imported from the U.S.A. and consequently it was possible to supply the automatic transmission only on cars for export markets. Since then, however, the Rolls-Royce company has gone into production with the automatic transmission in this country and two-pedal control cars are now available for the home market. Rolls-Royce are in fact the first British car manufacturers to offer an automatic transmission of their own manufacture as optional equipment for cars supplied to the home market.

In place of a riveted frame structure welded construction is now used. As well as reducing the overall weight, this method of construction enables the frame to be stiffened locally to reduce stress concentrations.

The important policy change is the availability in this country of the Rolls-Royce Silver Dawn, a Road Test of which appears elsewhere in this issue. Originally designed for export only, the Dawn is fitted with a standard steel body, the car being dimensionally smaller than the Wraith; it has a body style very similar to that of the Bentley.

As regards detail changes, a very close examination of the latest Bentley radiator grille will reveal a central vertical strip, whereas previously there was a slot in the centre of the grille. The vertical slats have now been completely redesigned, and although there is no noticeable change as regards external appearance, apart from the previously mentioned central strip, the strips have been streamlined to improve the cooling, particularly around the centre section of the radiator film block. This change alone has enabled the operating air temperature to be increased by 9 degrees C., without causing any increase in water temperature, a very worthwhile gain but one that might easily go unnoticed.

Interior modifications have been made to the facia layout on both the Rolls-Royce

and the Bentley. Both cars now have a sliding picnic tray built into the facia; the tray is placed on the centre of the facia and on its lower side carries the radio control panel and the front ash tray. The radio loudspeaker is always a difficult component to house, particularly if it is large. This problem has been solved by placing the speaker well in front of the facia panel and building in a sound duct which emerges in the form of a long slotted grille just above the recessed portion of the facia—in a position where it cannot be seen but where it is very effective. Radio is fitted as a standard provision on these cars.

Some of these modifications may appear small and insignificant, but they add refinement to these very fine cars.

SILVER DAWN SPECIFICATION

Engine.—6 cyl, 92 x 114.3 mm, 4,566 c.c. Compression ratio 6.75 to 1. 7-bearing crankshaft. "Bath tub" combustion chambers. Overhead inlet valves operated by push rods and rockers. Side exhaust valves operated by tappets. Four-bearing camshaft.

Synchromesh Transmission.

Clutch.—11in single plate; 9 springs. Ball bearing withdrawal mechanism.

Gear Box.—Overall ratios: top, 3.73; third, 5.0; second, 7.52; first, 11.11 to 1; reverse, 11.8 to 1.

Alternative Automatic Transmission.

Fluid Coupling.—Overall ratios: Top,

3.73; third, 5.4; second, 9.82; first, 14.23 to 1; reverse 16.03 to 1.

Final Drive.—Hypoid axle (11:41). Ratio 3.73 to 1. 4-pinion differential.

Suspension.—Front, independent, coil springs, wishbones and links; anti-roll bar. Rear, half-elliptic springs. Suspension rate (at the wheel) front, 102lb per in; rear, 164lb per in. Static deflection: front, 8.8in; rear, 7in.

Brakes.—Hydraulically operated front, mechanically operated rear. Mechanical servo. Leading and trailing shoe, front and rear, with equal wear mechanism. Drums: 12½in diameter, 2½in wide (front); 12½in diameter, 2½in wide (rear). Total lining area: 196 sq in (98 sq in front).

Steering.—Cam and roller. 3½ turns from lock to lock.

Wheels and Tyres.—6.50—16in tyres on 5.00—16in rims. 5-stud steel disc wheels.

Electrical Equipment.—12-volt; 54 ampere-hour battery. Head lamps, single dip; 48-48 watt bulbs.

Fuel System.—18-gallon tank. Oil capacity 16 pints.

Main Dimensions.—Wheelbase, 10ft. Track, front, 4ft 8.7in; rear, 4ft 10.6in. Overall length, 16ft 11.5in; width, 5ft 10in; height, 5ft 6in. Frontal area, 25.22 sq ft. Turning circle, 41ft 2in. Weight (with 5 gallons fuel), 37cwt. Weight distribution, 48.5 per cent front, 51.5 per cent rear.

Price.—£3,250, plus British purchase tax, £1,355 5s 10d. Total £4,605 5s 10d.

Extras: Automatic transmission, £70, purchase tax, £29 3s 4d. Total £99 3s 4d.

100 m.p.h. ALVIS

IMPROVED ENGINE FOR NEW SPORTS SALOON

ELSEWHERE in this issue a full Road Test appears of an early version of the T.C. 21-100, the name given to the latest model to be produced by the Alvis company. Although basically similar to its predecessors, the T.A. and T.B.21 cars, the new model is a faster and more sporting version of this famous make. It is, in fact, one of the small number of four-door saloon cars that have recorded a mean speed of 100 m.p.h. under *The Autocar* Road Test conditions.

The car is an example of conventional modern design. It is powered by a six-cylinder engine which is particularly robust and is fitted with a seven-bearing crankshaft. An unusual feature of the design is the arrangement of the drive for the camshaft, which is at the rear of the engine, just in front of the flywheel. Compared with the previous 90 b.h.p. engine, the compression ratio has been raised by 7, to 8 to 1, by modifying the cylinder head; the exhaust tail-pipe diameter has been increased by a quarter of an inch from 1½in diameter to 1¾in diameter (to reduce the back pressure), and when fitted with twin S.U. carburetors the engine develops 100 b.h.p. at 4,000 r.p.m.

The transmission arrangement is conventional and includes a dry single-plate clutch and a four-speed gear box (with synchromesh on top, third and second gears), controlled by a central remote control lever. The final drive is by a semi-floating hypoid rear axle which has a ratio of 3.77 to 1 compared with the ratio of 4.09 to 1 which was previously standard (although the 3.77 to 1 axle was also available as optional equipment). The fuel tank has been modified so that it is now deeper and narrower, a feature that helps to reduce fuel surge.

Concealed hinges are now used for the doors. Ash trays are fitted in front of the window winder.

Externally the only visible chassis change is the use of centre-lock wire wheels, which are fitted as standard.

There have been very few major changes in the coachwork, although a number of minor modifications have been made both to improve the appearance and to clean up the general lines of the body. From front to rear the first modification is to the top of the bonnet, which now contains two forward-facing air intakes. These are provided to help scavenge the under-bonnet area and reduce the exhaust pipe temperature. The windscreen pillars have been reduced in size to improve the outward visibility. Both the front and the rear doors have been redesigned and are hung on the slender central pillar by means of concealed hinges. The use of concealed hinges improves the external appearance, and the reduction of the central pillar width improves outward visibility, particularly for the rear-seat passengers. The edges of the side windows now have plated frames and a quarter light is fitted to the rear side

windows, similar to the type fitted to the front windows. All these modifications give the car a more sporting appearance as well as producing a brighter interior.

Internal body modifications include a one-piece walnut facia panel, while the front ash trays, previously fitted to the facia, are now built into the doors. A heater unit is fitted as standard equipment.

SPECIFICATION

Engine.—6 cyl, 84 x 90 mm (2,993 c.c.). Compression ratio 8 to 1. 100 b.h.p. at 4,000 r.p.m. Maximum torque 163 lb ft at 2,000 r.p.m. 7-bearing crankshaft. "Bath tub" combustion chambers. Overhead valves operated by push rods and rockers. Single side camshaft.

Clutch.—10in diameter dry single-plate; 12 springs. Mechanical withdrawal mechanism.

Gear Box.—Overall ratios: Top 3.77; third 5.01; second 7.28; first 11.19 to 1; reverse 11.19 to 1.

Final Drive.—Hypoid axle (13:49). Ratio 3.77 to 1. 2-pinion differential.

Suspension.—Front, independent coil springs and wishbones; anti-roll bar. Rear, half-elliptic springs. Suspension rate (at the wheel): front, 127 lb in; rear, 100 lb in. Static deflection: front 6.18in; rear, 7.4in.

Brakes.—Hydraulically operated two-leading shoe, front; leading and trailing shoe, rear. Drums: front, 11in diameter, 2½in wide; rear, 11in diameter, 2½in wide. Total lining area, 189 sq in (94.5 sq in front).

Steering.—Burman recirculating ball; 3½ turns from lock to lock.

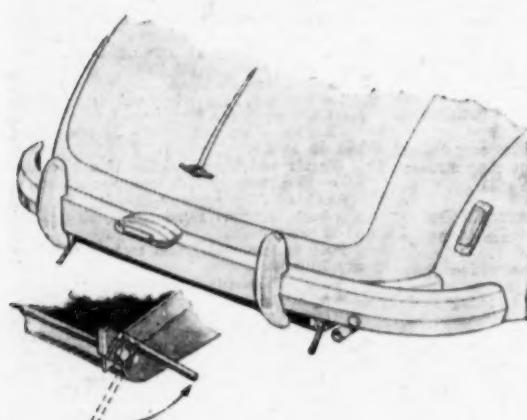
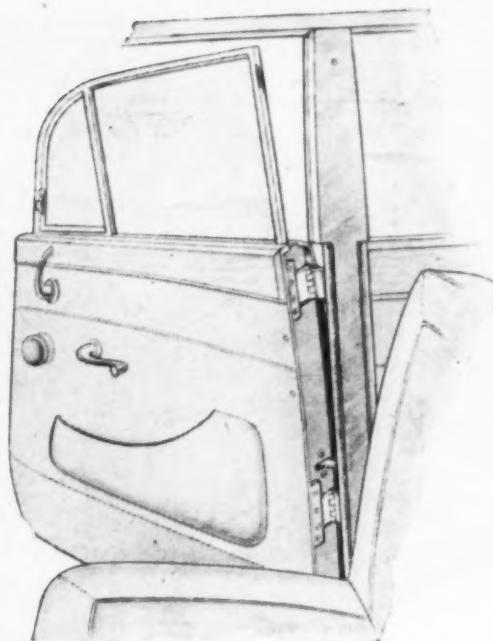
Wheels and Tyres.—6.00—15in tyres on 4½—15in rims. Centre lock wire wheels.

Electrical Equipment.—12 volt; 64 ampere-hour battery. Head lamps, single dip; 36-42-watt bulbs.

Fuel System.—14.3-gallon tank (including 1 gallon reserve). Oil capacity 12 pints.

Main Dimensions.—Wheelbase, 9ft 3in. Track, front, 4ft 6in; rear, 4ft 6in. Overall length, 15ft 2½in; width, 5ft 6in; height, 5ft 2½in. Ground clearance, 7¾in. Frontal area, 23 sq ft. Turning circle, 39ft 6in. Weight (with 5 gallons fuel), 29½ cwt. Weight distribution, 49.5 per cent front; 50.5 per cent rear.

Price.—£1,285, plus British purchase tax, £536 10s 10d. Total £1,821 10s 10d. Radio, £53 8s 2d.



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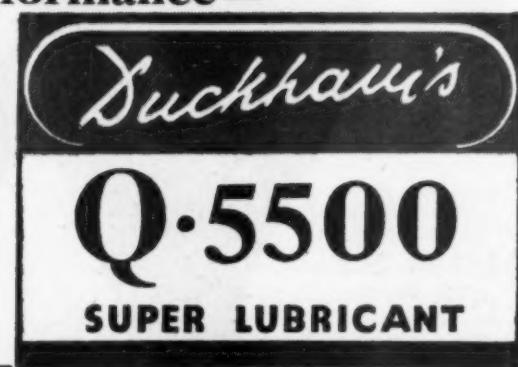


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Atlantic rollers sweep up the gently shelving shore at Perranporth, in Cornwall. This view makes an interesting comparison with that of Whitesand Bay, St. David's Head, Pembrokeshire, which appeared on page 491, last week.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

UTAH RECORDS

Inconsistency in A.A.A. Figures

[65209.]—The American Automobile Association have a well-deserved reputation for the efficient and careful manner in which they control attempts at world and international records, practically always made on the Utah salt flats. (I have personal knowledge of their efficiency, because, there being no recognized international controlling body of motor cycling in the U.S.A., the A.A.A. have stepped into the breach and controlled attempts at motor cycle records on behalf of the F.I.M.)

It is all the more inexplicable why the A.A.A. should invite criticism by publishing figures of the speeds attained recently by the Austin-Healey 100, some of which cannot be substantiated. I have before me an advertisement giving the particulars of no fewer than 47 records of different types captured by this remarkable car.

Of these the speed in miles per hour is given in whole numbers in one case, to one place of decimals in nine, to two places of decimals in 34, and three places of decimals in three cases. Why this inconsistency? If the A.A.A. can give the speed to a thousandth of a mile per hour for some records, why not for all?

But, in fact, neither the distance nor the time could have been measured so accurately as to justify expressing the result to three places of decimals. The F.I.A. rule calls for only two places of decimals, although it is doubtful if even the second decimal, i.e., hundredths of a m.p.h., can be substantiated.

I do not propose to weary your readers with a lot of calculations, but I would ask those who are interested to work the problem out for themselves, bearing in mind just three facts.

(1) Measurements of distance in the field over a circular course, and in difficult climatic conditions, cannot be much more accurate than one part in 10,000.

(2) Some allowance must be made for a slight but unavoidable inaccuracy in measuring time. The F.I.A. rule calls for records over these distances to be within $\frac{1}{8}$ of a second.

(3) The accuracy of the product of the two figures representing distance and time may be much less than the accuracy of the error in each.

Personally, I am convinced that speeds should not be stated to a greater accuracy than a whole number of kilometres per hour. If, in expressing the results of attempts at records, whether aeroplane, car or motor cycle, the principle was always observed of giving figures which, after making due allowance for all possible inaccuracies, represent the unchallengeable truth, then we could abolish the illogical betterment rule which, in the case of aeroplane records, has been so much in the news lately, "Vero nihil verius."

T. W. LOUGHBOROUGH,
Secretary General,
Fédération Internationale Motocycliste.

CONTINENTAL

Observations from an Exile

[65210.]—After having lived in Milan for a year I can endorse Mr. Anthony Harvie's conclusion [65167] that the standard of driving on the Continent is far higher than it is at home. Here in Italy every driver is preoccupied with the pleasures of clipping seconds off his time from A to B, or even from A, round in a circle, and back to A. He gives the whole of his attention to nursing the last ounce out of his vehicle and if any incipient ditherer should get in his way he will sink to a depth of abuse unknown among the (relatively) courteous British motorists. The Italians are highly sensitive people, and they take enormous pains never to dither.

Unfortunately all this Continental skill is accompanied by a high degree of accident proneness which is reflected in the

CORRESPONDENCE

insurance position. I own a Lancia Aprilia and pay the equivalent of £60 a year for third party insurance compared with about £12 for a comprehensive policy in England. Comprehensive policies are unobtainable here, even from British insurance companies.

I owned an Austin A.70 in England and share Mr. Harvie's enthusiasm for the model. Here in Italy, however, the medium-sized British car is in a pretty tough competitive position with the 1,900-1,200 c.c. Alfa Romeos and Lancia Aurelias. One noticeable and, for me, surprising fact is the lack of popularity of open (including cabriolet) cars here among all motorists above the Fiat 500 level. The more a car is of the "sports" type the more certain it is to have completely closed bodywork. One very rarely sees, for example, an open or openable body on an Aurelia Sport or Alfa Sprint chassis.

Finally, may I say how much I look forward to keeping in touch with the British motoring scene through my weekly copies of *The Autocar*? I am a bit ashamed to admit that I regularly study the used car section every week and, therefore, maintain quite uselessly a detailed knowledge of what is happening to car values at home.

M. B. HAILES.

Milan, Italy.

THE VAUXHALL STORY

Recollection of Early Models

[65211.]—I found the article "The Vauxhall Story," in *The Autocar* of September 25, very interesting. I have followed the various models of Vauxhall for many years and am rather unhappy to find no mention or illustration of perhaps not the most famous but certainly one of the most popular models—the 20—60 h.p. of 1929. I was at Vauxhall Motors on a short course in 1928 and always understood that this 20—60 was the first of the General Motors Vauxhalls; this was also one of the first pressed steel bodies. Vauxhall at that time had a film made of this car being rolled down an embankment at the rear of the works. There was no crushing of the body, and, if I remember correctly, the film was shown as a news item throughout the country. The 20—60 was one of the best selling cars of that time and also one of the best performers, and it sold at a price around £650.

In the following year the company produced the Huntington Sports, with a slightly bigger engine of about 24 h.p. with a top speed around the 80 m.p.h. mark. This, too, was an excellent car, but it never became very popular. I think—but I am open to correction—that both these cars were made by General Motors before the Cadet model.

I am not a Vauxhall owner, only a one-time very proud driver of the excellent 20—60 Velox model.

Gatehouse, Kirkcudbrightshire.

G. A. McMURRAY.

CONTINENTAL AMBASSADOR

What About the Tyres?

[65212.]—The article by Mr. Raymond Mays ("Continental Ambassador," *The Autocar*, October 2) was of fascinating interest to all lovers of fine cars, but I should have been interested to learn more about the effect of such "larks" on tyre mileages. Can any reliable figures be given as to the mileage expected from a set of tyres when the car is driven as Mr. Mays described it? Having, for many years, driven only cars of the "bread and butter" type I am already alarmed at the increased tyre consumption caused by the exploitation of even such a moderate increase in performance as is represented by the 1½-litre Riley.

May I, at the same time, refer to an enquiry by Mr. G. S. Turner [65186], regarding the accident rate in France? As a matter of interest I enquired what would be charged for my Riley by one of the few insurance companies willing to undertake insurance in Western Europe. The premium for Worcestershire was £16 5s, for Central London £21 12s 6d, for Western Europe, other than France, £35 6s (with a compulsory £10 excess) and for France £42 7s (with a compulsory £20 excess). Motorists who are insured with British companies are, therefore, enjoying a very good bargain in the three months' Continental travel covered free under annual policies.

Rushwick, Worcestershire.

A. R. COATS.

Constructive Comment Required

[65213.]—Naturally it is with the greatest respect that I take up my pen to criticize Mr. Raymond Mays, but, being a great lover of the finest breed in the world, I feel that some of the average figures given in his article require constructive comment. I have

continued

with great regret just disposed of my Rolls-Royce Phantom II, MS142, produced at Derby in 1931. With the exception of his "hustle" this wonderful piece of mechanism could have at least equalled any of the following averages quoted in Mr. Mays' article: 98 miles in 1 hour 58 minutes; Berwick to Folkingham, 256 miles in 6 hours including dinner and wheel change; Rheims to Berne, 321 miles in 6 hours 28 minutes.

Surely it is for the ability to cover long distances at a high average speed in the greatest amount of comfort and, therefore, with the least possible fatigue that the elixir of all motoring—the Bentley Continental—was constructed?

And yet Mr. Mays quotes average speeds of about 50 miles in the hour, notwithstanding reaching such fantastic heights at 120 m.p.h. on the speedometer. Had Mr. Mays told us that, owing to the wonderful acceleration, superb braking power, cornering ability, and so on, he had never exceeded 70 m.p.h. on the speedometer than we could have appreciated the real performance.

I have now purchased an ancient Phantom III, and I wager the cost of the trip that all the quoted averages will be exceeded, without the speedometer's reaching 80 m.p.h., and Mr. Mays' "hustle" will be well exceeded if I can give the Phantom her head from Rheims to Calais even in the dark!

I feel certain that many of the worshippers of Royce would care to accompany us, and, on the lower averages, we shall surely be in convoy with the "Ghosts" whose 20 h.p. forbear in 1906 covered the 771 miles from Monte Carlo to Boulogne at an average speed of 27.3 m.p.h. including all stops.

This was real performance befitting the finest car in the world.

J. DE L. BERRY.

Whaley Bridge, Derbyshire.

VOLTE FACE

An Interesting Comparison

[65214.]—I was intrigued to read in "News and Views" (*The Autocar*, September 11) that: "Some concern has been expressed by prominent members of car sales associations about the imminence of a return to the pre-war conditions in which new popular cars were plentiful."

This makes an interesting comparison with the professed views of the retail motor trade during the days of the Covenant when, with halos shining above their heads, traders deplored the shortage of popular new cars, long waiting lists, Covenants, and so on. They prayed for the return of plentiful supplies which they deserved no less than the motoring public.

I do not admit to ever having been able to believe these earlier statements, but I think the trade have slipped up badly in now allowing the public to share their hitherto well-guarded secret.

London, S.W.5.



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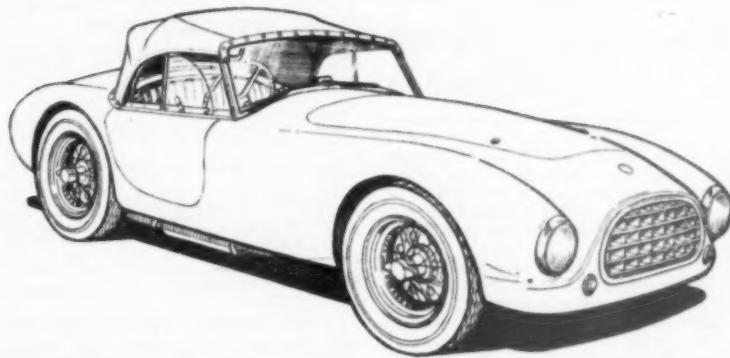
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NEW CARS AT THE SHOW

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RETURN OF THE A.C. ACE

All-independently Sprung Sports Car from Old-established Firm

AN eve-of-the-Show surprise has been sprung with the announcement by A.C. Cars, Ltd., of Thames Ditton, Surrey, of a new two-seater sports car, bearing the name A.C. Ace, which has long associations with the products of this company. The new model, which will be exhibited on the stand at Earls Court as both a complete car and a bare chassis, uses a tuned version of the 2-litre six-cylinder A.C. engine in an entirely new and very light tubular chassis, based on that of the Tojeiro sports cars which have gained a number of successes at recent British race meetings. The all-enveloping light-alloy coachwork has extremely pleasing lines, and the all-weather equipment provides comprehensive protection for the occupants.

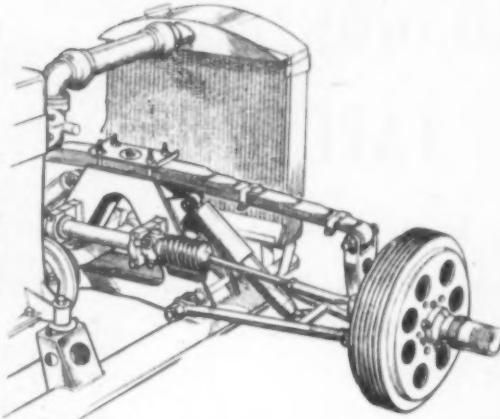
The familiar engine retains the light-alloy cylinder block with wet liners, the five-bearing crankshaft and the chain-driven overhead camshaft. Carburation is by three horizontal S.U. carburetors; the unit produces 85 b.h.p. at 4,500 r.p.m. Two three-branch steel tube exhaust manifolds feed a dual silencer with two tail pipes.

A Borg and Beck dry single-plate clutch transmits the power to the four-speed gear box (the three upper speeds having synchromesh), control of which is by a stiff, sharply cranked, central lever. Thence the drive is taken to the chassis-mounted E.N.V. hypoid-bevel final drive unit by an open propeller shaft with two Hardy-Spicer universal joints.

The chassis frame is based on two steel

The independent front suspension (transverse leaf spring and wishbones) and the rack and pinion steering layout.

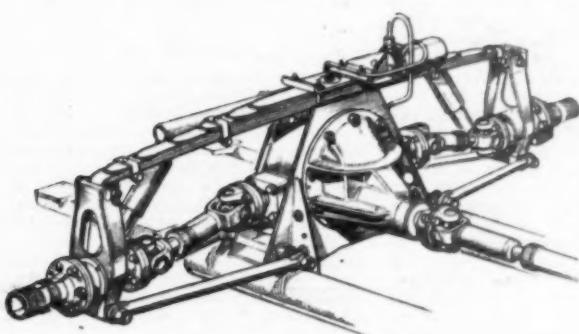
tubes, 3in diameter by 16 s.w.g., which run parallel from front to rear. Almost in the centre is a single tubular cross member of the same material, while at each end the tubes are welded to a fabricated suspension box to 10 s.w.g. steel sheet. The suspension at front and rear consists of tubular lower wishbones with transverse leaf springs, all mounted on the fabricated boxes; the complete assembly at the front end is inclined slightly backwards to provide castor angle. Inclined telescopic spring dampers are fitted all round. Vertical box-section members connect spring and wishbones at the front, and each incorporates a lug in which the king pin is mounted; the forged stub axles carry kingpin bushes in their forked ends, the 42mm centre-lock splined hubs running on taper roller races retained on the stub axle by a nut. Wire wheels are used, equipped with 5.50-16in Dunlop Road Speed tyres. At the rear the hub shaft carriers are



fabricated in webbed channel section with closed ends, the shafts being pressed into the internally splined hubs and retained by circlips. These shafts each run in two well-spaced ball races, clamped to the shafts through distance pieces by the driving flange retaining nuts. Short universally jointed shafts connect these flanges with those on either side of the final drive unit (the casing for which is formed by the rear suspension box), which incorporates a conventional two-pinion differential gear.

Aluminium brake back plates are used all round; the brakes themselves are Girling hydraulic units, two-leading shoe at the front, working in 11in diameter Wellworthy Al-Fin drums. Two master cylinders are employed to preclude total brake failure; a third similar cylinder, mounted beside them in the same bracket, is used to provide hydraulic operation of the clutch. The steering is by rack and pinion, two universal joints being used in the column. The hand brake is mechanically operated by an umbrella-type handle beneath the facia panel.

A flat 11-gallon petrol tank is slung at the bottom of the luggage locker, an S.U. electric pump, mounted nearby, forcing the fuel to the carburetors. The spare wheel is mounted horizontally above this tank; there is still, however, room for a limited amount of small luggage.



The layout of the rear suspension is similar to that of the front. The fabricated central box also forms the bulk of the final drive casing.

RETURN OF THE A.C. ACE

continued

A single-piece screen provides good vision from the driving seat, dual screen-wipers being fitted. Front-hinged doors make it easy to get in and out; the gear box tunnel, however, takes up a good deal of room in the centre. A full range of instruments is provided, including a rev counter. The seat is in one piece, but has a shaped back rest to assist in positively locating the driver and passenger. The side screens are solid Perspex affairs, with an ingeniously hinged rear half panel; they fit snugly against the well-shaped detachable hood, stowed with its folding support iron in the luggage locker when not in use. Both bonnet top and

locker lid are secured by carriage-type locks. Deflector plates behind the radiator, which also form the inner valances to the front wheel compartments, keep hot air from the engine area and carburettor intakes.

By reason of the large use of light alloys, the dry weight of the car is no more than 15 cwt, and a lively performance is therefore ensured, while the top speed is claimed to be 100 m.p.h. The basic price of £915 is not low, but the model will undoubtedly appeal to many devotees of the hand-produced individual car by reason of its undoubted performance and good looks.

SPECIFICATION

Engine. 6-cyl. 65×100mm, 1,991 c.c. compression 7.5 to 1. 85 b.h.p. at 4,500 r.p.m. Maximum torque 105 lb ft at 2,750 r.p.m., 5-bearing crank-shaft. Vertical valves operated by single o.h. cam-shaft.

Clutch. Dry single plate.

Gear Box. Four-speed (three synchromesh) and reverse; overall ratio 3.64. 4.96, 7.21 and 12.34 to 1. reverse 12.34 to 1.

Final Drive. Hypoid bevel ratio 3.64 to 1. 2-pinion differential.

Suspension. Front and rear, independent by transverse leaf springs and wishbones.

Brakes. Girling hydraulic, two-leading shoe front, leading and trailing shoe rear. Wellworthy A-Fin drums, 11in diameter, 1½in wide, front and rear.

Steering. Rack and pinion, 2½ turns lock to lock.

Wheels and Tyres. 5.50-16in tyres on centre-lock wire wheels.

Electrical Equipment. 12-volt; 65 ampere-hour battery.

Fuel System. 11-gallon tank; 1 S.U. electric pump.

Main Dimensions. Wheelbase 7ft 6in, track (front and rear) 4ft 2in. Overall length 12ft 5in. width 4ft 11½in; height (to top of scuttle) 2ft 10in. Ground clearance 5in. Dry weight 13cwt.

Price. Basic £915, plus British purchase tax £582 7s 6d. Total £1,297 7s 6d.

LONGBRIDGE LATEST

A NEW TWO-DOOR A.30 AND A RESTYLED PRINCESS

FOR 1954 only minor modifications have been made to the Austin range, which has maintained its popularity in both the home and the export markets during 1953. To meet the requirements of those who seldom travel four up, and who therefore prefer a two-door body, a two-door A.30 saloon has been introduced.

In frontal appearance this model is the same as the four-door model which it supplements. In other views the different proportions of the two-door are, of course, apparent and give a well-balanced appearance which is distinctly pleasing.

Sliding Windows

The single wide door each side is hinged at the front edge and has the main window to slide vertically, no winder being fitted. There is also a hinged ventilating window directly behind the screen pillar, and the chromium-framed quarter windows are hinged on their leading edge and open for ventilation. To give easy access to the rear seat, which affords over 3in more knee room than in the 1953 four-door saloon, the back of the front passenger seat folds forward and then the complete seat can be tipped up. The back of the driving seat also folds forward, but the seat cannot, of course, be tipped up as a whole because of the steering wheel. Tubular seat frames are used and give plenty of foot room for the rear passengers. Head room over the front seat is also 2in greater and the front seat



Showing for the first time at Earls Court is this revised Austin Princess. It is one of four models in the Princess range all of which have new frontal treatment, heavier bumpers and wide, concealed running boards.

cushions are each 2in wider. These increased dimensions will also apply to the interior of the four-door saloon.

A new facia of very neat design has the instruments grouped in a central panel of distinctive shape, the upper part containing the speedometer dial and beneath it the ignition warning light, the fuel gauge and the oil pressure warning light. A parcel shelf runs across the full width of the facia and beneath it are the ignition, panel light, screenwiper and heater switches, with heater and demister controls beneath them.

This restyled facia also figures in the four-door saloon. A modification to the locker hinges was also made recently, resulting in a larger opening for loading the luggage, and the petrol filler now projects through the rear panel beneath the lid so that it does not obstruct the luggage accommodation. The heater unit is now mounted on the engine side of the scuttle bulkhead, so that it does not cause any obstruction of the passenger space beneath the facia shelf.

Four cars now comprise the Austin Princess range; they are the Princess III saloon, Princess III touring limousine, the Princess long wheelbase limousine, and the Princess long wheelbase saloon.

All four bodies are built on the already well-tried Princess chassis which remains unchanged mechanically. There is no

variation in power units and the previous six-cylinder overhead valve engine is retained. The capacity of this engine is 3,995 c.c.

Most of the modifications have been carried out on the bodywork of the four models. A new frontal treatment has eliminated the sharp edges which previously made this model easily recognizable. Wide concealed running boards and heavy bumpers are other main features, and generally, the new body style has greatly enhanced the appearance of the car.

Inside

Interior trimming, too, has been considerably redesigned and a new type of heating and demisting unit has been incorporated. Fitted carpet, reading lamps and numerous other minor improvements prevail despite the fact that the new long wheelbase models are now priced at £1,590 (basic). This represents a reduction of over £100 compared with the models they replace.

The Austin company have made this price reduction possible by offering non-essential and hitherto standard equipment as optional extras. This applies to the radio and sliding roof.

The restyled Austin Princess body is, as before, coachbuilt by Vanden Plas, Ltd.

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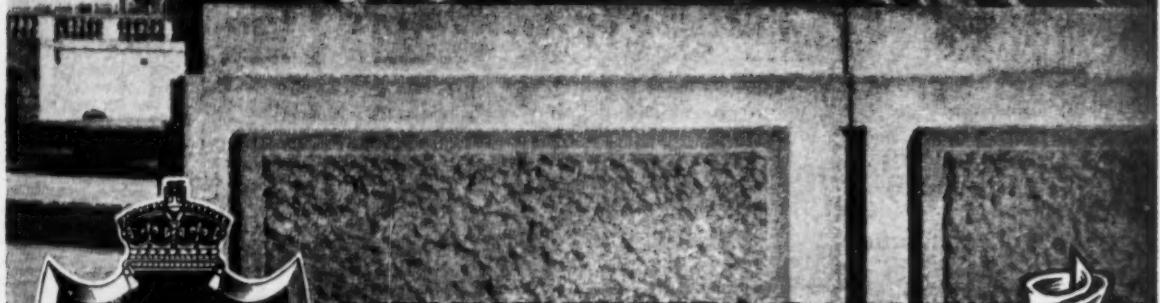


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NEWS and VIEWS

Petrol Costs Less

LAST week the big oil companies announced a reduction of 1d a gallon in the prices of their ordinary grade petroliums. They now cost 4s 2d a gallon near the main centres of distribution. First grade petrol is not affected.

When in Edinburgh

ALTHOUGH admitting the difficulty of finding adequate parking facilities in the centre of the city, the Edinburgh police have issued a warning that they intend to enforce parking regulations more strictly in the future. The city fathers are in the unenviable position of having to cater for an ever-increasing influx of tourists, but, unlike their counterparts in most other cities, have no bombed sites for car parks.

Wolseley Price Reduction

THE home market basic price of the Wolseley Six-Eighty has been reduced to £670 and with British purchase tax of £280 5s 10d the total is now £950 5s 10d. The previous list price of the model was £720, plus £301 2s 6d purchase tax.

The price of the Wolseley Four Forty-Four remains unchanged at £595, plus £249 0s 10d purchase tax.

Maroon with maroon upholstery has been added to the range of colours available for both Wolseley models.

Next Week

The Autocar

SHOW REPORT

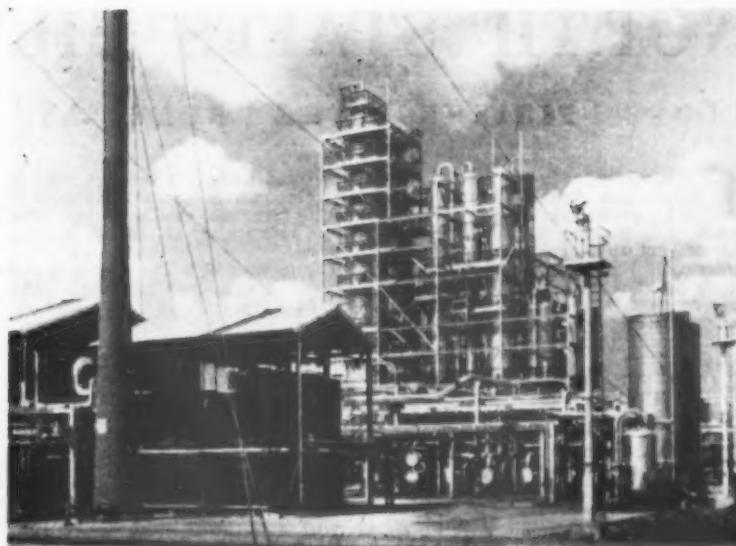
The London Show described, from stand to stand, and in complete detail. Fully illustrated, an issue greatly enlarged to a total of about 400 pages.

Demand for this issue has been so overwhelming that it has been impossible to meet it in full, a matter of great disappointment to the publishers. Printing orders for all three Show issues are at an all-time record, and printing facilities have been stretched beyond all normal limits to achieve the number available.

Special measures have been taken to increase the production of the third and last of the Show special issues, the

LONDON SHOW REVIEW

Consequently, a substantial number of additional copies of this also much enlarged third special issue will be available. The publishing date is October 30.



The Furfural oil purifying unit at Coryton refinery. In spite of winter floods, Coryton is catching up with its schedule (see accompanying paragraph).

Coryton Nears Completion

SOON after the Vacuum Oil company's great refinery at Coryton, on the Thames estuary, started production at the beginning of this year, it was inundated by the abnormal winter floods. Recovery was rapid, and the refinery is almost in full production. The catalytic cracking unit, standing 300ft high on its 400 piles, is rapidly assuming final shape, and the various workshop and control buildings, their modern architecture blending with the silvered complexity of the refinery plant are completed.

Refreshers

WOLVERHAMPTON set an example in their road safety campaign by inviting learner drivers to attend police lectures on driving. These lectures proved successful, and now it is hoped that their scope will be widened to include refresher lectures for experienced drivers. The difficulty, of course, is getting the experienced drivers to attend the lectures, for if the response is very limited the lectures tend to be restricted to drivers who are already among the safest, these being conscientious attenders.

Road Laboratory Exhibition

SINCE the inception of the Road Research Laboratory of the Department of Scientific and Industrial Research, *The Autocar* has regularly described its more important conclusions and observations. For the laboratory is one of the few organizations which can approach road safety without prejudice.

The Laboratory's contribution to the national road safety week is therefore of special interest. At the suggestion of the Ministry of Transport it is to hold an exhibition to show what research is doing to investigate road safety problems. This will be held at the traffic and safety division of the laboratory, at Langley Hall, Langley, Buckinghamshire (near Slough), on October 21, 22 and 23, from 10 a.m. to 1 p.m. and from 2 p.m. to 5 p.m. Admission is by ticket free on application to the Director of Road Research, Road Research Laboratory, Harmondsworth, West

Drayton, Middlesex. Applicants should indicate which day and which session they would prefer to attend.

Buying a Bus

MOST motorists may well scorn the alternative means of road travel, primarily the bus and its more aristocratic brother, the long-distance coach. Most, but not all; for the modern coach covers the ground with a rapidity denied the owners of many small, old cars—and many such a car owner had a reason for regard for the practical aspects of his brethren of the road.

To him the annual special number of *Bus and Coach* will be of special interest. It will be published tomorrow, October 17, and will contain comprehensive articles on latest design, technique and methods of maintenance; it also includes a buyers' guide.

New 2½-litre Lanchester

ARMCHAIR comfort for four persons is the aim of the designers of the new Lanchester Dauphin, which will be exhibited for the first time at Earls Court. The chassis for this model has been specially produced to carry luxury Hooper coachwork. The car is powered by a six-cylinder 2½-litre engine which develops 92 b.h.p. at 4,400 r.p.m. on a compression ratio of 7.75 to 1. It is fitted with an aluminium cylinder head. A familiar type of transmission is used, consisting of the Daimler fluid flywheel and four-speed preselective gear box.

The Dauphin is intended to carry only four, and no attempt has been made to provide three-abreast seating; front and rear each contain two individual seats. An example of English half knife-edge coachwork, the two-door saloon body has light alloy panels attached to a light alloy and ash framework. Triangular panels are fitted to front windows and the car has a deep, curved windscreen. A particularly clean frontal appearance is provided by recessing head lamps into the front wings and enclosing them with a detachable Perspex cover. The interior of the car is well trimmed in hide and polished hardwood.

NORTH STAFFS SILVERSTONE

CLOSE FINISHES THE RULE AT VARIED MEETING

IF enthusiasts with a *penchant* for Grands Prix thought that the 1953 racing season was over, the North Staffs M.C. meeting at Silverstone last Saturday, at which the members of seven other clubs were invited to compete, certainly dispelled the illusion. More than one car took first place in its race by only a few feet from the second man, positive proof that the handicapping was excellent.

The eleven events were divided between sports car scratch and handicap races, a special vintage car race, and three racing car events—formula 3, *libre* and a handicap. With such a formidable programme it was a credit to the organizers that everything went off so smoothly. Austin Seven and Ford Ten specials dominated the first event, in which R. Nuckey, in Chapman's Lotus, scored the first of his victories. P. D. Gammon (M.G.) inevitably walked away with the 1½-litre event—but what astonishing performances he has put up this season!—and Nuckey was first again in the formula 3 race, this time in a Cooper. These two were really taking it in turns, for the next event went to Gammon. It comprised 2-litre and 3-litre races run to-

gether and Gammon's winning speed in the 2-litre race (in his usual 1½-litre M.G. special) was faster even than that of the 3-litre race winner (B. G. W. Haynes, Head).

The *formule libre* 15-lap scratch race produced a fine tussle between L. Marr (Connaught) and Nuckey (Cooper-Bristol), with Marr keeping just ahead throughout. In this event, too, M. Head went very well in a Type C Jaguar to slip past J. G. Mogg (Allard) on Woodcote corner, and then did the same with the Type C of D. C. Truman. Head deservedly won the unlimited sports car race, again just beating Truman: but it was truly amazing to see Gammon's M.G. in third place, right on the heels of the two C-types.

One of the many really exciting races was the first of W. A. McMillan's handicap wins in the B.M.W.-Bristol. He was steadily overtaken by Gammon, who hurled his car round the corners while McMillan did everything he could, just holding the B.M.W.'s oversteering habit in hand. McMillan won by feet.

McMillan followed up this victory by winning the next race, the last of the day. This time, again on handicap, he defeated

the efforts of P. Green in a Bristol-engined Kieft. Hogg's Allard took a well deserved third place after overdoing it once while pressing McMillan hard. Green was lucky to pull off his place, for once he slid sideways to a standstill on Woodcote, and nearly repeated his performance on other laps.

The weather was kind, and the entry, the handicappers and the fates must have conspired, for this was an excellent meeting.

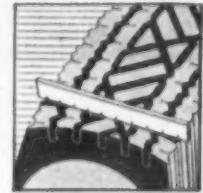
PROVISIONAL RESULTS

Scratch Races: Sports Cars: 7 laps: Up to 1.200 m.p.h.: 1. Austin 1.200 (R. Nuckey), 2. Riley 1.089 (P. D. Gammon), 3. M.G. 1.467 (P. D. Gammon), 71.08 m.p.h., 2. Clairmonte 1.496 (C. M. Clairmonte), 1.501 6.6.2, 1. Clairmonte 1.496 (C. M. Clairmonte), 1.501 6.6.2, 2. Clairmonte 1.496 (C. M. Clairmonte), 1.501 6.6.2, 3. Riley 1.971 (J. E. Byrnes), 2.001 3.000 2.000 2. Riley 1.971 (J. E. Byrnes), 2.001 3.000 2.000 3. Riley 1.971 (J. E. Byrnes), 2.001 3.000 2.000 4. Head 2.445 (N. E. W. Haynes), 69.05 m.p.h., 5. Head 2.445 (N. E. W. Haynes), 69.05 m.p.h., 6. Head 2.445 (N. E. W. Haynes), 69.05 m.p.h., 7. Head 2.445 (N. E. W. Haynes), 69.05 m.p.h., 8. Head 2.445 (N. E. W. Haynes), 69.05 m.p.h., 9. Head 2.445 (N. E. W. Haynes), 69.05 m.p.h., 10. Head 2.445 (N. E. W. Haynes), 69.05 m.p.h., 11. Head 2.445 (N. E. W. Haynes), 69.05 m.p.h., 12. Head 2.445 (N. E. W. Haynes), 69.05 m.p.h., 13. Head 2.445 (N. E. W. Haynes), 69.05 m.p.h., 14. Head 2.445 (N. E. W. Haynes), 69.05 m.p.h., 15. 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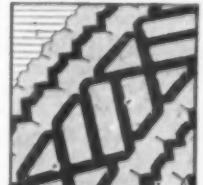
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The record-breaking Bristol coupé is here seen at Monthéry during the course of its six-hour run in which records at speeds up to 125.87 m.p.h. were taken (see paragraph overleaf); (right) Lance Macklin, Jack Fairman, T. V. G. Selby (competition manager of Bristols) and Mrs. Selby celebrate at the end of the successful record run.

THE SPORT *By J. A. Cooper*

EARLS COURT • A.C. de l'O. LUNCHEON • MONTLHERY

NOW we are on the eve of the Earls Court Show once more, and thousands of enthusiasts will make their annual pilgrimage to gaze at the various examples of sports cars displayed on the manufacturers' stands. Many—indeed most—of them have little hope of ever possessing one of the cars concerned, at least until they reach the less ostentatious traders' emporia, some years hence; but that does not detract one whit from the interest shown in them. It is a pleasant fact that the young enthusiasts at the Show are frequently among the best-informed and most knowledgeable visitors, and it must not be forgotten that in years to come their preferences and views will have their effect on the design and construction of the sports cars of tomorrow.

In addition, there is the magnet of Stand 127, with its display of racing cars. Even fewer visitors will ever own or drive one of these cars; but they will be inspected, mentally and verbally dissected, and discussed *ad infinitum*, not only at the Show but also for many months afterwards.

Just now, at Monthéry, the annual record-breaking drive is in full swing, and Bristol, Cooper and D.B.-Panhard have all contributed their quota. In Paris the *commission sportive* of the F.I.A. has concluded its annual deliberations, and settled the order of next year's International Calendar (of which much more anon), the events for the world's and touring championships, and so on. Meanwhile, Earls Court remains the chief topic of discussion.

LAST week, at the time of the Paris Salon, the Automobile Club de l'Ouest held its annual Le Mans luncheon at the Maison de l'Amérique Latine in Paris. Many notable personalities of the Automobile world attended this extremely cheerful function, and one of the celebrated guests was M. Christian Pineau, formerly Minister of Public Works in the French Government. M. Pineau made a popular and much-applauded speech in which he stressed the importance to the automobile industry of France of having full representation of that industry in international sporting events, and (familiar words, these!) the necessity of expenditure on France's road network commensurate with the amount of money levied from the road user in taxation.

The president of the club, M. J.-M. Lelièvre, had previously sketched the manifold activities of the club, putting in a strong plea for a periodical mechanical check to be made of cars in use on the highway; M. le Comte de Liederkerke-Beaufort, the president of the Automobile Club de France, thanked the A.C. de l'O. for all their efforts in different fields, and the stage was then clear for M. Charles Faroux who, in an amusing speech, referred to the modifications to the regulations which will shortly be issued for the 1954 Le Mans race.



AMONG the most important changes in the regulations is the fact that the distance to be covered between refuelling stops has now been increased from 28 laps to 30 laps (250 miles). However, in the interests of safety, the brake system can now be replenished with hydraulic fluid at any time (remember Hawthorn's dis-

qualification this year?). Cylinder liners may not now be fitted unless standard on the model concerned, while the cubic capacity must now be within half of one per cent of the catalogue figure (a purely manufacturing tolerance).

In future, supercharged cars will, for the purposes of the index of performance handicap system, have their engine capacity multiplied by 1.4 instead of doubled; no fuel tank may henceforth be fitted in the passenger space or driving compartment; the stop light must be in working order, automatically applied with the brake pedal movement; and the apertures permitted in the rear wings to enable the tyres to be scrutinized need no longer be forward-facing, but must not destroy adequate protection against flying mud and stones.



SEVERAL reserve drivers may, if desired, be nominated for each car, but one of the two drivers per car may now act as reserve for another car; a reserve driver, however, may be nominated to stand by for any of several cars in a team. Only one reserve driver may actually take over any one car during the race, and the drivers may not then change back to the original arrangement. Instead of two mechanics per car, four will henceforth be permitted (to allow for the presence of tyre and fuel specialists, and so forth); but as no more than two may work on the car at any one time, this is really only a concession in the number of passes provided for pit personnel.

All this talk about Le Mans makes next year seem even nearer than it is; steady, now, the Pan-American race has yet to take place this year!

THE SPORT

THE Wirral 100 M.C. held its second and final meeting of the year at Rhuddymwyn last Saturday. With a bright, if cool, afternoon and with the circuit dry it was not surprising that some very excellent times were returned. The best time of the day was recorded by Austin May (500 c.c. Cooper-J.A.P.) who made two laps of the intricate half-mile circuit in 1m 17½s, equaling the existing course record held by Alan Rogers (Cooper-J.A.P.). On his second run May, although showing great consistency, took ½ sec longer.

Mervyn Kearon came close to the course record in returning 1m 18s in his 500 c.c. Cooper-J.A.P., a time which bettered Peter Reece's performance in the blown 1,100 Cooper.

A feature of Rhuddymwyn is the pursuit races. These are two races each of four laps in which the four drivers recording the best times on their first runs take part. The first of these was won by Mervyn Kearon by 1½s from P. Hughes with a time of 2m 37s. The second pursuit race was won by Austin May with a time of 2m 33½s from the Hon. E. G. Greenall with a time of 2m 34½s.

Thus ended an enjoyable meeting, in which seventy-two runs and the pursuit races were run off in under four hours with no delays.

Results

Sports cars:
Up to 1,250 c.c.: 1. Totleiro (P. Hughes), 1m 21s.
Up to 1,250 c.c. 1,500 c.c. unsupercharged: 1. Supermotor (G. Tyree), 1m 25s; 2. Cooper-M.O. (J. P. Hacking), 1m 28s. 1,251 to 1,800 c.c. c.s. over 1,500 c.c. unsupercharged: 1. Chapman Mercury (P. Chapman), 1m 22s; 2. Bugatti (J. Berry), 1m 24s.

Racing cars:
Up to 500 c.c.: 1. Cooper-J.A.P. (C. A. N. May), 1m 17.8s; 2. Cooper-J.A.P. (M. C. Kearon), 1m 18s. 501 to 1,250 c.c.: Cooper-J.A.P. (Hon. E. G. Greenall), 1m 18.4s; 2. Cooper-J.A.P. (P. J. P. Reece), 1m 19.2s; 2. Cooper-M.O. (J. P. Hacking), 1m 29.4s. 1,251 to 1,500 c.c. c.s.: 1. Bugatti (J. Berry), 1m 19.4s; 2. Goodwin (W. Goodwin), 1m 21.2s.

First pursuit race (4 laps): winner: Cooper-J.A.P. (M. C. Kearon).

Second pursuit race: winner: Cooper-J.A.P. (C. A. N. May).



THE seasonable record-breaking activities at Monthléry continue apace. Last week one of the sports-racing Bristol coupés, of the unsupercharged 2-litre Type 450 which raced at Le Mans and won its class in the Rheims 12-hour race, set up six new records in International Class E (1,501 to 2,000 c.c.), driven by J. E. G. Fairman and L. Macklin. On Tuesday Fairman took the car out and set up a new 200-mile figure at 125.87 m.p.h.; then, on the following day, the following figures were established, Fairman and

Macklin taking turns at the wheel: 500 kilometres at 116.10 m.p.h., 500 miles at 115.74 m.p.h., 1,000 kilometres at 115.49 m.p.h., 3 hours at 116.42 m.p.h. and 6 hours at 115.43 m.p.h. All these figures are subject to official confirmation. After the run finished, Fairman put in one lap at over 126 m.p.h. to demonstrate that the car was still in perfect condition; the only outward difference noticeable since the car's racing appearances lies in the modification of the nose of the body to a smoother line, with no external protrusions. The only trouble of any sort experienced during the run was the failure of a bonnet catch, the car being stopped briefly for the bonnet to be wired down to avoid any danger of its flying open at speed.



AND still they come—new records at Monthléry are flocking in for recognition. In fact, the famous track must rapidly be coming to represent the traditional hive of industry, which is not the same thing as that referred to in the phrase "Give it the bee-works."

The latest effort is that of René Bonnet, who on Friday and Saturday last broke (subject, as ever, to official confirmation) six records in International Class G (751 to 1,100 c.c.) and three in Class H (501 to 750 c.c.). These were all taken with the same D.B.-Panhard, with different versions of the familiar air-cooled flat-twin engine; for the Class G records, Bonnet shared the wheel with P. Levegh and A. Moynet. Here are the new figures:

Class H (501 to 750 c.c.)
500 Kilometres at 118.07 m.p.h. 100 miles at 118.07 m.p.h. 1 hour at 118.84 m.p.h.
Class G (751 to 1,100 c.c.)
500 Kilometres at 111.85 m.p.h. 200 miles at 114.97 m.p.h. 1,000 Kilometres at 107.17 m.p.h. 500 miles at 106.16 m.p.h. 3 hours at 111.52 m.p.h. 6 hours at 107.39 m.p.h.



CONTINUING the saga of the streamlined Cooper at Monthléry, John N. Cooper followed up his 500 c.c. records with a successful attack on Tuesday of last week on the same records in the 350 c.c. class (International Class J). The same car was used, again with a Beartuned Norton engine. A 600 c.c. Norton engine was then installed for an attempt on the Class H records (501 to 750 c.c.), but engine trouble intervened. However, an oversize barrel and piston were then fitted to the 500 c.c. engine, and the attempt renewed; but the existing record speeds were exceeded by the requisite

COMING SHORTLY

OCTOBER 16-17.—Eight Clubs, Eastbourne Rally, finishing with driving tests on King Edward Parade, Saturday afternoon.
17.—West Essex C.C. Race meeting, Snetterton Circuit, near Thetford, Norfolk, 1 p.m.
17.—Pembrokeshire M.C. Lydney hill-climb, Tenby, Pembrokeshire.
17-18.—Riley M.C. (N.W. Centre). Keswick Rally, starting from Leeds and Preston, 8.30 a.m.
18.—Southsea M.C. President's Trophy Trial, Deers Hut Hotel, Longmoor, near Liphook, Hampshire, 10.30 a.m.
18.—Leicestershire C.C. Lonsdale Trophy Trial, Lee Street Car Park, Leicester, 2 p.m.
18.—East Anglian M.C. Autocross,

Chalkney Woods, near Earls Colne, Essex, 11 a.m.

- 22.—Fiat 500 Club. Film show and social, Mason's Arms, Maddox Street, London, W.1, 7 p.m.
- 24.—Bentley D.C. Annual dinner dance, Dorchester Hotel, Park Lane, London, W.1, 7 for 7.45 p.m.
- 24.—M.G.C.C. (Scottish Centre). Rally, starting Pantiles Community Centre, Peebles, 1.30 p.m.
- 24-25.—Tunbridge Wells M.C. Night Navigation Rally, Ye Olde Felbridge Hotel, East Grinstead, Sussex, 8 p.m.
- 25.—Seven-Fifty M.C. Speed trial, Tarrant Rushton airfield, near Blandford, Dorset, 1 p.m.
- 25.—B.A.R.C. (Yorkshire Centre). Greenwood Cup trial, Pool-in-Wharfedale, Yorkshire, 12.30 p.m.
- 25.—Maidstone and Mid-Kent M.C. Bosom Trophy Trial, Maidstone Bridge, Kent, 10.30 a.m.

continued

one per cent in only one case—the 200-kilometre record. Finally, the 500 c.c. engine was put back, and the Class I records (set up by John on Monday) beaten again on Friday, with one exception—the 20-mile record. In all, therefore, fifteen new records have been established (subject to official confirmation) by the same car and driver, six of them being beaten twice. Here are the new figures:—

Class J (up to 350 c.c.)
50 Kilometres at 105.71 m.p.h.
100 Kilometres at 109.00 m.p.h.
200 Kilometres at 103.97 m.p.h.
1 hour at 104.52 m.p.h.
50 miles at 104.93 m.p.h.
100 miles at 104.39 m.p.h.
200 miles at 103.46 m.p.h.

Class I (501 to 500 c.c.)
50 Kilometres at 111.14 m.p.h.
100 Kilometres at 111.85 m.p.h.
200 Kilometres at 112.89 m.p.h.
50 miles at 111.22 m.p.h.
100 miles at 112.35 m.p.h.
200 miles at 103.62 m.p.h.
1 hour at 112.61 m.p.h.

Class H (501 to 750 c.c.)
200 Kilometres at 114.08 m.p.h.



THE main events this week-end are the Eight Clubs Eastbourne Rally, on October 16-17, and the West Essex Car Clubs race meeting at Snetterton circuit, near Thetford, Norfolk, on Saturday. The Eight Club's event should be as enterprising as it was last year. There are three starting points: Bull's Head, Aylesbury; Griffin Hotel, Amersham; and the Falcon Hotel, Woodley. Competitors will start from these controls on Friday evening on a fairly stiff night section. After a breakfast stop on Saturday morning, a regularity test will be run, and at 2.30 p.m. the driving tests start on the sea front at Eastbourne.

The West Essex C.C. Snetterton race meeting, for sports and racing cars, has received a good entry for this time of year; among those taking part are Gerard, Abdass, Salvadori, Gould, Nuckey, Don Parker and Les Leston. Racing starts at 1 p.m.

CLUB NEWS

Mid-Surrey A.C.—Held during the night of September 19-20, the course of the "200" Rally started from three points, Gosport, Brighton and Ewell, and finished in the early hours of Sunday morning at the Brighton and Hove M.C. headquarters, Madeira Drive, Brighton. A midnight control and refreshment stop awaited competitors at Romsey. Five special tests punctuated the road section, four of which were run in the dark, and the last one, near Goodwood—in which competitors maneuvered their cars around pylons as quickly as they could—greeted the first light of morning. In the first test, an acceleration and reverse around a hairpin, G. Gray, in his Allard, scored best time; B. Buckley (M.G.) and E. N. London (Jaguar Mk. VII) were well above the rest in the fast-slow test. Romsey, a regularity test with a secret check caused few lost marks. The next observed section was a flexibility test on South Harting hill; fast and slow sections had to be covered in the same gear. Here E. N. London again made an excellent performance. The final test, although difficult for the bulk of London's Jaguar, could not dislodge him from the lead. He gained, therefore, the Glickstein Trophy for best performance, closely followed by B. Buckley's M.G. Class winners were: M.G. (B. Buckley); Morris (J. V. Bidwell); Frazer-Nash (P. Mayor); Riley (J. Williamson); Allard (A. G. Gray); Jaguar (E. N. London). Team prize: M.G. (B. Buckley), M.G. (J. Jasper); Allard (A. G. Gray).



The new Mark VIII Cooper 500, at the conclusion of its record-breaking run at Montlhéry last week. Behind the car are Eric Brandon and J. N. Cooper, with (left) the mechanic responsible, "Ginger" Delvin.

Fiat 500 Club.—On Thursday, October 22, there is a film show for members and other Fiat owners, at the Mason's Arms, Maddox Street, London, W.1, starting at 7 p.m. The club's fifth birthday party will be celebrated on November 13, with its annual dinner and dance, in the River Room, Savoy Hotel, Strand, London, W.C.2. Tickets from J. A. James, 71, The Grampians, Western Gate, London, W.6.

Maidstone and Mid-Kent M.C.—Regulations are out for the Bossom Trophy Trial. Starting from the car park adjoining Maidstone Bridge, on October 25, the course covers 15 miles and is in the sporting category. Cars entered must conform to the 1948 or 1953 R.A.C. Trials formula. Invited clubs: London, Southsea, Hants and Berks, Seven-Fifty, Kentish Border, Chiltern and Cheltenham. (Entries close October 19; F. G. Newman, 48, Chamberlain Avenue, Maidstone, Kent.)

Lea-Francis O.C.—A social navigation run on Sunday, October 25, is open to members of any recognized motor club. Details and entry forms may be obtained from P. G. Tompson, 29, Meadow Hill, New Malden, Surrey.

Coventry and Warwickshire M.C.—From midnight onwards, competitors in the recent annual night rally left Stonebridge, Warwickshire, at two-minute intervals on the 200-mile course to Weston-super-Mare. Scheduled average speed was 30 m.p.h. To reach the first control, drivers had to choose between crossing the centre of Birmingham or by-passing the city. A diversion around the outskirts of Kidderminster further complicated their task, as the centre was unexpectedly closed for a fair. The third control, at Callow End, was at the village post office, and several competitors lost time through not realizing that a six-figure map reference confines a control to a comparatively small area and does not embrace a whole village. Conditions were excellent for motoring; it was a clear fine night, and because of this two-thirds of the entry attained Weston-super-Mare without loss of marks. The driving tests were used, therefore, to sort out the entry. The first of these, a Monte Carlo-type brake test, was won by R. H. James (M.G.) and A. Rollason (Allard saloon), who put up equal times. The second test involved reversing from a garage, round a pylon and back into the same garage; fastest time was made by Mrs. D. R. Osborn, in an H.R.G. Winner of the whole event was R. B. James. Class winners: 1,101 to 1,500 c.c.: M.G. TD (A. Whittaker); 1,501 to 2,500 c.c.: Ford Consul (J. M. Caunt); over 2,500 c.c.: Allard saloon (A. F. Rollason). Team award: Hillman (M. T. Smith), Riley 1½-litre (J. Horobin), Riley 1½-litre (D. Underwood).

Aliyah M.C.—This club has recently been formed. Honorary secretary is Louis Diamond, Redwood, 13, Crescent Road, Crouch End, London, N.8. Social and competitive motoring events will be organized catering primarily for Jewish motorists, as they will take place on days compatible with the requirements of the Jewish religion.

Aston Martin O.C.—Dudley Coram, who has been the club's hard-working honorary secretary since 1948, has now relinquished this post to become chairman. His successor is A. Bowman Stewart, 45, Rutherford Close, Ewell, Surrey, to whom all correspondence concerning the club should be addressed.

During the five years that Mr. Coram has been secretary, the membership number has risen from 165 to over 800.

Sporting C.C. of Norfolk.—Only three of the 20 competitors in the club's recent rally managed to find the first control, although the majority discovered the second and finished the course. First man home was D. Burrell, driving a Hillman Minx.

Rapier Register.—A record number of Lagonda Rapier and Rapier cars were brought to the first annual general meeting of the Register, held near Bromsgrove, Worcestershire, on September 27. Honorary secretary is G. D. Speight, 473, Manchester Road, Sheffield.

Sunbeam-Talbot O.C.—The annual pilgrimage to Scarborough at this time of year has become quite an event for the owners of Sunbeam-Talbots. The sixth of this series was run at the beginning of the month. Starting from Scarborough, Manchester, Leicestershire, Birmingham and Newcastle, competitors drove to Harrogate for the final section; the 200-mile route finished with eliminating tests on Marine Parade, Scarborough, watched by a crowd of spectators. Even bigger crowds attended the concours on Sunday morning; the entry, shining in the sun, presented a formidable task for the judges. Eventual winner was R. Harrison's Hillman; runner-up the Sunbeam-Talbot entered by W. F. Davy. Rally results are as follows: Sunbeam-Talbots: 1, O. G. Stirling; 2, M. G. Briggs. Hillmans: 1, R. A. Dando; 2, R. W. Edwards. Ladies' prize: Miss Mary Walker.

M.G. Car Club.—The north-east, north-west and Scottish centres of the M.G. Car Club combined forces on October 2-3, to organize individual all-night routes and tests. These were followed by four road sections and four tests, all in Scotland, and planned by the Scottish Centre. The main object of the exercise was to promote competition between the different centres of the club. Scotland managed to win the team award, but the remainder of the awards were fairly evenly distributed, with Dennis Scott displaying his usual consistency in this type of event to win the premier award in his Palm Beach Allard for the N.W. Centre. K. N. Lee was neat and tidy in his handling of his M.G. in the driving tests; Norman Lithgow (H.R.G.) and Ninian Paterson (M.G.) also put up good times here. Notable performance was that of Miss Anne Neil, who won a class award in the all-night section in her Morgan, and also took the class award in the combined section, adding the ladies' prize to her laurels.

Results: M.G. Trophy for best team: M.G. (G. V. Brown), H.R.G. (J. Mitchell), H.R.G. (N. T. Lithgow).

Premier award: Allard (D. G. Scott), 90 marks. Class winners: Up to 1,100 c.c.: M.G. (D. G. Scott), 80. Over 1,500 c.c.: Morgan (Miss A. Neil), 65. Up to 1,500 c.c.: M.G. (G. R. Holt), 80. Over 1,500 c.c.: Bristol (L. S. Strose), 70. Ladies' prize: Morgan (Miss A. Neil), 65.

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1951	JAGUAR	X K.120, speedo, 7,000 miles, perfect	£1,075
1950	HOTCHKISS	Paris Six saloon	£875
1947	HEALEY	Sperta 2-seater, green, good order	£485
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1950	ALVIS	3-litre d/h Coupe, black, radio, heater, as new	£1,325
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IN BRIEF

With regret the death is recorded of Mr. J. Russell Rose, founder and chairman of the Central Garage, Ltd., Bradford, Yorkshire. He was 79.

The Osca and Renault cars which took first places in the sports and production car classes of the recent Tou de France were fitted with Dunlop tyres.

Mr. Victor D. Thomas has disposed of his interest in R. Cripps and Co., Ltd., of Nottingham, and has resigned his directorship. He had been associated with the concern for 20 years.

Taylor and Crawley, of 48, Kensington Court, Kensington High Street, London, W.8, have been appointed official retailers of Mercedes-Benz cars in London. The firm are already retailers of Rolls-Royce, Bentley, Cadillac and Buick cars.

New lubrication charts recently added to the Castrol range include those for the 1952-53 Riley 1½-litre and 2½-litre models and the 1953 Standard Vanguard. Copies are available free on request to C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1.

A two-year guarantee scheme has been started by Brown Brothers, Ltd. for Duc starter batteries. In the event of battery failure, repair or replacement is undertaken at a price arrived at by deducting 1/24th of the cost price of the battery for every month of use.

A new catalogue covering track rod ends and drag links suitable for all American cars and commercial vehicles has been produced by Anders and Kitchen, Ltd., 3, Cloth Hall Street, Huddersfield, Yorkshire. It is available as appropriate service stations upon request to the company.

Mr. Kenneth Aspland, A.C.A., has been appointed a director of the Standard Motor Co., Ltd. After qualifying as an accountant he joined the Cadbury chocolate company, with which he remained for several years before joining the Standard company in 1940. He has been secretary of that company for the past ten years.

During 1954 Mr. W. A. Crewe, general manager of the Delco-Remy-Hyatt division of General Motors, Ltd., is to retire. He will have been with the company for more than 30 years. Because of his impending retirement some managerial changes have been made which have already taken effect. Mr. C. H. Charles is now executive assistant to the general manager, Mr. W. B. Jones is general sales manager, and Mr. S. Jackson is assistant general sales manager.

Trinity Motors, Ltd., of Leamington Spa, Warwickshire, have introduced a new system of car auctioning claimed to be the first of its kind in the country. Instead of the auctioneer being aware of the reserve, this figure is placed in a sealed envelope so that only the owner is aware of the price. It is hoped that this new method will result in cars being sold at true market price and prevent an auctioneer from trying to sell the car at a figure above its reserve, regardless of the car's true value.

Mr. H. P. Glenie has been appointed a director of J. A. Prestwich Industries, Ltd.

Mr. J. E. Cook has been appointed manager of the north-east region by Fina Petroleum Products, Ltd. He succeeds Mr. J. W. Roberts, who has left the company.

Gordon Cars (London), Ltd. are to open new showrooms in North End Road, Golders Green, London, N.W.11, when shop-fitting alterations are complete.

Charles G. S. Buist, Ltd., St. Mary's Place, Newcastle-upon-Tyne, have been appointed area distributors for Armstrong spring dampers, operating from Newcastle and Darlington.

On test, the new Tudor car interior heater (The Autocar, October 9) had an air outlet temperature of 100 deg F with the car's own radiator at 172 deg. In the report the latter figure was incorrectly given as 112 deg F.

Information Sought

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16747. 1934 Riley Fourteen Stelvio "G.H.F.P."—General information and a handbook.

No. 16748. 1938 Lanchester Roadrider "H.J.K."—Maintenance hints and a handbook.

No. 16749. Vauxhall Velox "F.H.P."—General experiences as to performance and reliability.

No. 16750. 1947 Armstrong Siddeley Hurricane "J.B.D."—Performance details.

No. 16751. 1937 12 h.p. Humber "F.H."—All possible information and a handbook.

No. 16752. 1932 27.6 h.p. Buick "D.M.B."—Maintenance hints and suggestions, also a handbook.

No. 16753. 1937 12 h.p. Humber "F.H."—All possible information and a handbook.

No. 16754. 1933 11 h.p. Citroen "R.B."—All possible maintenance hints and a handbook.

No. 16755. 1947 Volkswagen "A.M.B."—Experiences and advice on converting from left-hand to right-hand drive, fitting hydraulic in place of cable brakes, and improving performance by raising compression ratio, fitting twin carburetors, and so on.

No. 16756. 1936-37 Le Mans and Bantam Singers "A.R."—Fuel consumption figures, performance details and handbooks.

No. 16757. Handbooks Required "E.F.C."—1936 Riley Twelve Adelphi.

"A.E.B."—1934 Armstrong Siddeley Twelve workshop manual or other literature.

"G.W.S."—1946 Hillman Minx; also workshop manual and spares list.

"P.M.C."—1934 L-type M.G. Magna.

"D.H.C."—1935 Standard Nine.

"T.E.R."—1938 Standard Nine.

"T.J.A.H."—1936 Rover Fourteen.

"R.C.P."—1934 Humber Twelve.

"W.G."—1936 Riley Twelve Falcon.

"D.H."—1947 Vauxhall Twelve workshop manual.

"R.A.B."—1939 Lanchester Fourteen Roadrider.

"C.F.C."—1935-36 Lancia Augusta.

"A.J.P."—1931 11.9 h.p. Morris.

"S.A.E."—1939 Series E Morris Eight.

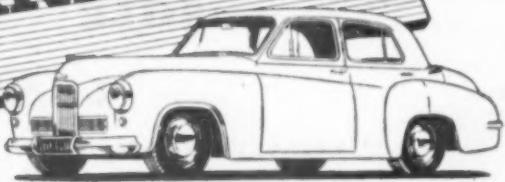
"P.C."—1936 Austin Eighteen.

"H.C.N."—1935 Vauxhall Fourteen.

"W.A.C."—1940 Standard Twelve.

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1953 FORD "Consul" Saloon, black, radio, etc. 4,000 miles only	£775	1952 MORRIS "Minor" 2-door Saloon, grey. 15,000 miles	£575
1947 HILLMAN "Minx" Mark I drop- head Coupe, blue	£365	1949 ROLLS-ROYCE "Silver Wraith" four-light Sports Saloon by Park Ward (reg. August 1950), black. 31,000 miles	£2,950
1951 HILLMAN "Minx" Mark IV Saloon, black	£535	1951/2 VAUXHALL "Velox" Saloon, black. 13,000 miles	£695
1952 HUMBER "Hawk" Mark IV Saloon, green, heater, radio, etc.	£795	1953 VAUXHALL "Velox" Saloon green, heater. 7,000 miles only	£845
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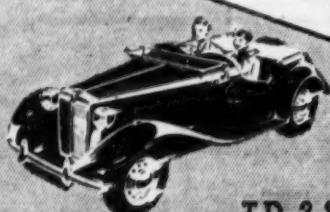
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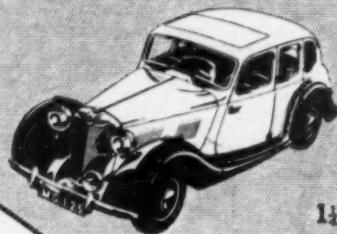
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1951 HILLMAN Minx, L.H.D., heater.....	£459
1951 FORD Prefect saloon, 1 owner.....	£399
1950 STANDARD Vanguard, heater, 1 owner.....	£439
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£109	1938 Vauxhall 14 saloon
£63	1936 Morris 8 2-seater
£59	1937 Austin 7 saloon
£172	1947 Jaguar 3½-litre saloon
£199	1951 Vauxhall Velox saloon
£204	1951 Austin A.40 G.S.3 saloon
£222	1951 Austin A.90 Atlantic coupe
£125	1947 Austin 8 saloon
£109	1939 Jaguar 2½-litre coupe
£99	1947 Ford Anglia saloon
£150	1950 Ford Prefect saloon
£125	1951 Ford Anglia saloon
£155	1949 Standard Vanguard saloon
£182	1951 Standard Vanguard saloon
£150	1950 Morris Minor tourer
£165	1950 Morris Minor saloon

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1954 BENTLEY 3½-litre saloon, grey	£575	
1939 DAIMLER 2½-litre saloon, black	£175	
1935 HUDSON Terraplane d.h. coupe, bronze	£125	
1939 M.G. 1½-litre drophead coupe, black	£285	
1951 ½ MORRIS Minor 4-door saloon, black	£675	
1951 ROVER 75 saloon, black, red leather, radio, heater, 21,000 miles	£950	
1952 STANDARD Vanguard saloon, grey, red leather, heater, one owner	£850	
1952 SUNBEAM-TALBOT 90 saloon, grey, heater, loose covers, one owner, 1,536 miles	£850	
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1946 MORRIS 10 saloon	£350
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1949 FORD Anglia saloon	£368
1949 FORD Pilot saloon	£395
1950 VAUXHALL Velox saloon	£500
1950 MORRIS Oxford saloon	£535
1950 VAUXHALL Wyvern saloon	£545
1951 MORRIS Oxford saloon	£595
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'53 AUSTIN A.70 Hereford saloon, heater	5,000	£745	'53 FORD Anglia saloon	14,000	£395
'51 AUSTIN A.70 Hereford saloon, heater	12,000	£625	'53 FORD Zephyr saloon, radio, heater	5,000	£725
'51 AUSTIN A.90 Atlantic saloon, heater	6,000	£745	'50/51 FORD Pilot saloon, heater	29,000	£435
'50 AUSTIN A.90 Atlantic Convertible, radio, heater	11,000	£635	'52 HILLMAN Minx Phase V coupe	9,000	£645
'51 AUSTIN A.125 Sheerline saloon	25,000	£795	'53 JOWETT Javelin de Luxe, heater	11,000	£750
'50 AUSTIN A.125 Sheerline saloon	38,000	£695	'52 M.G. T.D.	13,000	£550
'51 AUSTIN A.135 Princess saloon	20,000	£1,050	'53 MORRIS Minor tourer...	9,000	£535
'50 AUSTIN A.135 Princess saloon	23,000	£895	'51 MORRIS Minor saloon, heater	21,000	£465
'53 BENTLEY H. J. Mulliner Lightweight 4-door Sports saloon	4,000	£5,250	'48 RILEY 1½-litre saloon	21,000	£565
			'53 STANDARD Vanguard Phase I saloon, radio, heater	7,000	£650
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AUTOMOBILIA, Ltd. Aston Martin DB1, property of R. R. C. Walker, colour light blue with fawn leather, this car is undoubtedly one of the finest of its type in this country, it was completely reconditioned 1,000 miles ago regardless of cost, thus included complete engine, gearbox, rear axle, front and rear suspension, etc., the extras included are radio, heater, front and rear horn, Windtunes, windscreen wipers, etc. cost £2,200, will accept £1,095. Pippinot Garage, Dorking 5891. (1508)

BRICKLANDS. Aston Martin Distributors.

STOCK and demonstration cars available.

BUY or sell your car at,

103 New Bond St., London, W.1. Mayfair 8351-6. (C1029)

1952 (September) Aston Martin D.B.2 saloon, green, low mileage, £1,800. W. F. Maidens, Sleaford. Tel. 135. (1220)

£495—Aston Martin 15/98 Special drop head 2-seater coupe, 1938 series, due tone finish, interior to match, superb performance, exceptionally pretty car, many others. BEN-MOTORS, Ltd., Clarendon Rd., Holland Park London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. (C1017)

ROSE & YOUNG, Ltd., offer Aston Martin D.B.1 drop head coupe, exceptionally pretty car, in beautiful condition throughout; £945—£5-69. Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. (C1057)

445—Aston Martin (December, 1937) 15/98hp short chassis 2/4-seater, duo-red, red leather, carefully restored, exceptional condition; terms, exchanges, list; open 9-7, Weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Aston Martin—Hampstead (Tube), N.W.3. Ham. 6041. (W4018.R)

MARK II sports tourer—Busby, Aldersyde, Wimborne Rd., Marple, Cheshire. Marple 292. (1436)

ASTON MARTIN cars wanted in, cash, full details—A. Friars Motors, Ltd., Old Windsor. Windsor 2002-3. (W2062)

HILLINGDON MOTORS are interested in buying Aston Martins—525, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. (W2062)

Aston Martin Spares and Services

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialising in servicing facilities, 2-litre reconditioned engines, etc. St. Georges Rd., Old Windsor. Tel. Windsor 2002-3. (10198.R)

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1948 Atlanta 10.5 chassis, drop head by Abbott, new Firestones, and now in mint sell, posting changed to Jamaica, view Brighton £435 or near. Write Dr. Rock Officer's Mess, Assaye Barracks, Tidworth, Hampshire. (1395)

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ALLWEATHER MOTOR Co. LARGE stock of Austin cars.

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Aston Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 7—Hampstead (Tube), N.W.3. Ham. 6041. (W4018.R)

AUSTIN A30

NEWNHAMS, Ltd. A30 saloon, grey, heater, 1,500 miles. (C525)

1953 Austin A30 saloon, grey, heater, 1,500 miles. NEWNHAM House 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. (C5024)

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1953 Austin A30 saloon, 5,000 miles, heater and seat covers, indistinguishable from new; 510xms.

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RAYMOND WAY—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 130 yards.) (C4047)

CM.I. CAR SALES (Pri. 6625) offer:

1953 Austin A30 saloon, heater, low mileage, £495. tax.d. £495. (C1059)

THREE months' guarantee; terms list on application—Swiss Cottage, Finchley Rd., N.W.3. (C1059)

1953 A30, heater, 100 miles only—Mansfield, Euston 2587. (C5001)

Austin A10 Cars Wanted

AUSTIN A30 1953 wanted privately—Advertiser, 685, Durham Rd., Oatenhead-on-Tyne. Tel. 75532. (1505)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin A30—Hampstead (Tube), N.W.3. Ham. 6041. (W4018.R)

AUSTIN EIGHT

ANDOVER MOTOR Co., Ltd., offer:

1939 Austin 8 saloon, in black with brown leather, 1939 exceptional value, £265—Andover, Hants. Tel. 3405. Open week-ends (Sundays, inspection only). (C1003)

1946 Austin 8 saloon, one owner: £225; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 293, Priory Rd., Hornsey. Mountview 5228 and 5774. (C4054)

295—Austin 8 1947 saloon, black, sliding head, 295 brown leather, one owner, £225—Andover, Hants. Tel. 3405. Open week-ends (Sundays, inspection only). (C1003)

£300—Austin 8, Nov. 1946, 4-door saloon, black brown leather, sun roof, one previous owner, mileage under 29,000, 35-40 gallon, original cellulose, the whole in a very attractive condition, car in beautiful through-out—99, High St., St. Middenden. (C1420)

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars—297, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 8—Hampstead (Tube), N.W.3. Ham. 6041. (W4018.R)

WANTED, good post-war Austin 8 saloon in part exchange, for 1950 Citroen Light 15 saloon—J. Campbell Park, Ltd., Childwall Valley Rd., Gateacre, Liverpool. Tel. Gateacre 1351-2. (1262)

Austin Ten Cars Wanted

ANDOVER MOTOR CO., Ltd., offer:

1939 Austin 10 saloon in black (coachwork as 1947 model) £215—Andover, Hants. Tel. 3405. Open week-ends (Sundays, inspection only). (C1003)

£275—1939 Cambridge, very nice condition; terms, exchange—G. S. Hall, Ltd., 302, King St., Ham. 6041. (C2031)

ROY'S offer: £39 deposit, 25/- p.w. one year, clean Austin 10 saloon, h.p. and exchanges—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 2894. (C5059)

Austin Ten Cars Wanted

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THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars—297, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 10—Hampstead (Tube), N.W.3. Ham. 6041. (W4018.R)

PRIVATELY owned Austin 10—5, Bras Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2057)

Austin A40

DICKS.

1951 A40 saloon, one owner, unmarked, £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

ARES offer:

1951 A40 saloon dove grey, many extras, well kept; £550.

ARES AUTOS, Ltd., 156-158 Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)

ARES offer:

1951 Austin A40s, grey with blue Dunlop upholstered, all mill mileage, heater, sun roof, from £550.

1952 Austin Somersett, 7,000 miles only, heater fitted, £550.

AUSTIN A40, beige, fawn leather, heater, one owner only: £550.

ARES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

CAR M.R.T., Ltd.

LONDON Distributors

1953 Austin A40 Somerset saloon, heater, 6,000 miles: £695.

1949 Austin A40 Devon saloon, heater, 45,000 miles: £495—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1059)

NEWNHAMS, Ltd.

1952 (October) Austin A40 sports, heater, low low mileage, one careful owner.

NEWNHAMS House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. (C5024)

J. HUNTER, Ltd., offer:

1952 Austin A40 Somerset coupe, 5,000 miles only, fitted heater, loose covers, etc.: £750.

1952 A40, £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstones 6505. (C2040)

OVERSEAS CARS, Ltd., offer:

1953 Austin A40 sports, beige one owner, 5,000 miles, excellent throughout: £775. For other offers, car bargains see page 117.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (C5051)

AUSTIN A40

CHARLES RICKARDS, Ltd., offer:

1953 (May) Austin A40 Somerset saloon, finished black, fitted heater, 6,000 miles, taxed, one owner: £695.

1953 (July) Austin A40 Somerset coupe, finished grey, fitted heater, one owner, 2,700 miles, taxed, £695.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 (Aug.) Baywater Rd., W.2 (next door Lancaster Gate Tube Station, 5 mins. from Marble Arch). Tel. 13020. (C5050)

CM.I. CAR SALES (Pri. 6623) offer:

1953 Austin Somerset, black, sliding roof, heater, £645.

THREE months' guarantee, terms, list on application—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

WANSTEAD MOTORS, Ltd., offer:

AUSTIN A40 October '51, grey with beige leather, heater, steering-column change, 18,000 miles: £595.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. (C4042)

ANDOVER MOTOR CO., Ltd., offer:

1949 Austin A40 saloon in Solent blue, in exceptional condition: £495—Andover, Hants. Tel. 3405. Open week-ends (Sundays, inspection only). (C1003)

CYRIL SHEPPARD OF READING offers:

1953 Austin A40 saloon, 5,000 miles only: £695.

—Sheppards Hill, London Rd., Reading. (C1065)

MEBES & MEBES, Ltd. (Est. 1895), offer:

1951 Austin A40 Devon sliding head 4-door saloon, olive green, heater, loose seat covers, past light, taxed, excellent. Director's personal car: £625.

—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2030.

ANDOVER MOTOR CO., Ltd., offer:

1949 Austin A40 saloon in Solent blue, in exceptional condition: £495.

—Sheppards Hill, London Rd., Reading. (C1003)

1952 Austin A40 Somerset, fawn, heater, low mileage: £695.

—January Austin A40 Devon, black, heater: £525. —Halls (Finchley) Ltd., Edgware Parade, North Finchley, London, N.12. Tel. Hillside 1049. (C1495)

AUSTIN A40 Somerset, registered August, 1952.

—January Austin A40 Devon, black, heater: £525. —Halls (Finchley) Ltd., Edgware Parade, North Finchley, London, N.12. Tel. Hillside 1049. (C1495)

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. (C5023)

SEPTEMBER '53 A40 Somerset, works mileage: £695. —Trinity St., Ipswich. (C1565)

1952 Austin A40 sports, immaculate condition: £225. —Bearwood 2676.

1949 Austin A40 saloon, excellent condition, guaranteed: £410. —Below.

1950 Austin A40 Countryman, excellent condition, guaranteed: £450. —Below.

1952 Austin A40 saloon, sunroof, heater, negligible mileage, one owner, really immaculate condition: £695.

SLECTED Austin on view—H. A. Saunders, Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4040)

1949 Austin A40, one owner, black, radio, heater, immaculate: £450. —Jack Posner (Autos), 399, Hendon Way, N.W.4. Hendon 1423-4. (C1063)

1951 Austin A40 Devon saloon radio and heater, one owner: £515. —F. A. Horner & Co., 472-480, Lordship Lane, N.22. Bowes Park 1665. (C1195)

1953 (July) Austin A40 blue coupe, fitted heater, radio, loose covers, etc., as new: £700. —Loader, Newbury 1247. (C1272)

1952 A40 Somersett, saloon, beige, radio, heater, sun roof, 6,000 miles, full warranty: £640. —Hassins, Latrobe 1155. (C5027)

1950 Austin Countryman, very nice order: £450. —W. T. Dunn, Ltd., 307, Euston Rd., N.W.1. (C1547)

1950 A40 saloon, excellent condition, heater, sun roof, 6,000 miles, full warranty: £640. —Hassins, Latrobe 1155. (C5027)

1952 Austin Countryman, very nice order: £450. —Smith & Hunter, Ltd., 307, Euston Rd., N.W.1. (C14019)

1951 Countryman, in immaculate original condition, fitted loose covers and outstanding throughout: bargain: £555. —Fin. 7500. (C1503)

1952 Austin A40 Somerset saloon L. F. Dove, Addiscombe 3066. (C1076)

1953 Austin Somerset saloon, 6,000 miles, sl. roof, Below.

1952 Austin A40 Special sports coupe, 12,000 miles, immaculate: £650. —Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 5557. (C10906)

1949 Austin A40 saloon, blue, one owner: £495. —G. C. Motors 11-15, Conduit St., Leister. Tel. 60319. (C1059)

1953 new Austin A40 Countryman; list price—Imperial Motor Mart, Royal Crescent, Cheltenham. Tel. 2061. (C1059)

1952 Austin A40 Somersett, beige, heater one owner: £655. —Vanderbilt 215, Haverstock Hill, N.W.3. (C10497)

1950 A40 excellent condition: 22,000 miles, black/brown: £725. —Gee & Stone, 33, Old Devonshire Rd., Balham, S.W.12. Balham 7889. (C1054)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

495¹—Austin A40 1951 Devon saloon, black, brown leather, heater, one owner, excellent condition, terms, £450.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1948 A40 Dorem 2-door, in very nice order, taxed 1948 year, first 400 or near offer secure.—Wadham Garages, Ltd., Weston-super-Mare. Tel. 269. [C4045]

WALTER SCOTT, Ltd.—1949 Austin A40 Devon, blue, heater, excellent condition, £425.—59, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube), Fri. 5914. [C4006]

1951 (Oct.) Austin A40 Devon saloon, s.c. change, grey, heater, sun roof, 15,000 miles, quite exceptional condition, £575.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 5051. [C5045]

1949 A40 Devon, sunshine roof, heater, fawn 1949 leather, light green, 39,000, engine replaced at 20,000, seen by arrangement.—Tyrrell, 10, French Rd., Cattwick Camp, Yorks. £510. [C1966]

1952 Austin A40 Somerset saloon, heater, one owner, immaculate condition, spare unused, £550.—R. S. Mead, Sales, Ltd., 42, Queen St., Maldenhead. Tel. Maldenhead 3431-2. [C5011]

1950 Austin A40 saloon, immaculate condition, guaranteed, £485.—exchanges, terms.—Russell Gardens Mews, Kensington, W.14. Park 9704. [C5044]

1952 (October) A40 Somerset, heater, radio, loose 1952 covers, rubber mats, spotlight, etc., low mileage, excellent condition: £650.—E.F.B. Motors, Kingston-By-Pass Esher. Tel. Emberbrook 5000. [C2004]

1950 (September) A40 dark green saloon, heater, sliding roof, 28,000 miles, carefully maintained, £625.—Capt. H. Irvine, Farnborough, Ridgmont Hotel, Farnborough. Tel. Farnborough 199. [C1426]

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, spotlight, tailored covers, taxed December £375; trade enquiries welcome.—Motorkarists (London), Ltd., 41, North Rd., E. Finchley Station, N.C. Finchley 2501-2. [C5018]

Austin A40 Cars Wanted

THE

CAR MART Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
Road, London, N.W.1.
TELEPHONE: Euston 1212. 10957/R

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

PRIVately owned A40—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [C2057]

FULL value paid for A40 or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2678.

AUSTIN TWELVE

1946 Austin 12 saloon, well above average condition 5 months' guarantee £495.—C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1947 Austin 12 saloon, recon. engine: £595.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014]

1939 Austin 12, privately owned, absolute specimen, an unrepeatable car, £275; 3 months' guarantee, terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054]

1927 Austin 12 saloon, insured Sept. '54, running 1927 order: £55 or offer.—Capt. Andian, War Office Officers' Mess, Woolwich, S.E.18. [C1444]

£275!!!—1939 Austin 12 Ascot saloon, dark blue with leather interior to match, privately owned and in nice order generally, good tyres. CAMDEN MOTORS, Ltd., Lenton Buzzard, Beds. Tel. 5041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

£295!!!—1939 Austin 12 with special 4-door cabriolet bodywork, absolutely magnificent throughout, 3 months' guarantee, hire purchase exchanges. LAMBS, Finchley, N.12. Finchley 6221. (East Finchley Underground) [C2052]

ROYS offer: one of the best 1939 Austin 12/4 saloons available, original throughout, many extras, taxed: £55; h.p. and exchanges.—Roy Automobiles, Ltd., 123, Parkway, N.W.2. (near Camden Town Station) Euston 2700 and 8894. [C5059]

Austin Twelve Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. 10954/R

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12—Hampstead (Tube), N.W.3. Ham 6041. [C4018/R]

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON Distributors.

1948 Austin 16hp saloon, 22,000 miles: £455.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Austin 16, green, brown leather, radio, heater, instrument panel, condition: £475. [C4045]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 6207-8-9. [C1057]

1948 Austin 16 sun saloon, black/brown leather, quite exceptional: £450. [C4053]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053]

1948 Austin 16 sal. green/brown, radio, heater, cond.: £475. [C4029]

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029]

HEARNE Austin 16hp. Brand new immediate delivery brochures posted write

A LP & SAUNDERS (COACHBUILDERS) LTD., Head Office, Hearne Enquiries, Station Approach, Kew Gardens, Richmond 1161. [C1921]

1948 Austin 16 saloon, black with brown leather upholstery, chassis and body in first-class condition: £465. [C4038]

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C5004]

1948 Austin 16 saloon, black with brown leather upholstery, chassis and body in first-class condition: £465. [C4038]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

!!!! Exceptional opportunity, A70 Hereford saloon, heater, unconditionally guaranteed 7,900 miles, indistinguishable from new; £625gn; terms, exchanges, —Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9 [1126]

1952 Austin A90 Atlantic saloon, blue with grey all new tyres, tax'd, one owner only; £785.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead, Berks. Maidenhead 5451-2. [C3011]

1950 (Dec.) Austin A90 Atlantic power-operated convertible, Atlantic blue with blue leather upholstery, fitted heater, a superb car in excellent condition; £645.—Moston Service Station, Ltd., 547, Hollinwood Ave., Moston, Manchester, 10. Tel. Fai. 11317. [C3011]

1950 (July) Austin A70 Hampshire saloon, 20,000 miles only, finished attractive blue, fitted radio, heater, loose covers, tax'd December, as new; trade enquiries welcomed.—Motorists (London), Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018]

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.

1953 R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1952-55 low mileage black, red interior Austin A90 hard top saloon, must be in new condition throughout; fair price paid.—F. W. Parkin, Carlton Terrace, Southcliffe, Scarborough. [1569]

AUSTIN EIGHTEEN

CASS'S MOTOR MART—1950 Austin 18 Iver 7-passenger limousine, blue, not used on hire; written guarantee.—S. Warren St., W.1. Euston 4110. [C1040]

7-PASSENGER 1958 Austin 18hp limousine, black, brown upholstered, in excellent condition, price £200.—Hamtime Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616. [1241]

1939 model Iver limousine with division and occasional signs, one owner, mileage 44,000; £435.—Beattie, c/o L. Darley & Son, Ltd., 59, St. Albans Rd., Watford, Tel. 4236. [1410]

£222!!—Austin 18 7-passenger limousine, 1936 model, but fitted wheel discs and recently overhauled, s in magnificent condition and will give years of service; 3 months' guarantee; hire purchase, £100.—L. A. Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

7-LIMOUSINE, 1937, partition forward, occasional, leather, wonderful condition, certified mechanically, black, £295.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2341. [C1006]

Austin Eighteen Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [1056/R]

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

7-PASSENGER privately owned 1937/38/39 Limousines, also Saloons, urgently required, cash waiting, & £50.—2 Providence Court, North Audley Street, Mayfair 2341. [W1006]

AUSTIN A125 & A135

CAR MART, Ltd.
LONDON Distributors.

1951 Austin A125 Sheerline saloon, 25,000 miles; £795.—

1951 Austin A15 Princess saloon, 20,000 miles; £1,050.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059]

SCOTT CARS offer:-

1950 Princess, 22,000 miles, radio, heater, absolutely immaculate; £875.—

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-8676. [C4016]

B. J. HUNTER, Ltd., offer:-

1952 Austin Sheerline saloon, fitted all extras, including new super tyres; £950.—

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

SAUL & SLATTER Ltd. offer:-

1949 (October) Austin Sheerline black saloon, immaculate condition; £700.—

44-46, Alderman's Hill, N.13. Tel. Palmers Green 3651-2-3. [C9002]

GUY SALMON AUTOMOBILES offer:-

1953 (Oct) Austin Sheerline saloon, black/beige leather, work's mileage 200 only; st a saving of nearly £300 under current list £1,575.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

HEARSE Sheerline complete Brand new immediate delivery brochure posted please write
A LPF AND SAUNDERS (COACHBUILDERS) LTD.
A Head Office Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. [9722]

1949 Austin Sheerline saloon, black, 19,000 miles, heater, radio, loose covers, one owner, chauffeur kept; £695.—

X SERVICE STATION. Kington Vale, S.W.15. Kington 2433. [C3060]

1950 Austin Princess, black, immaculate condition; £925.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050]

595 ans.—1949 Austin Sheerline saloon, radio, heater, 197-8, Old Brompton Rd., South Kensington 8.W.7. Kensington 2477. [C2055]

1950 Austin Princess, black, immaculate condition; £925.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050]

1949 Austin Sheerline saloon, radio, heater, 1980, one owner, small mileage.—Le Grice Elers, 197-8, Old Brompton Rd., South Kensington 8.W.7. Kensington 2477. [C2055]

1950 Austin Princess, black, immaculate condition; £925.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050]

1950 Austin Princess, 1951, grey with brown leather, small mileage, in unmarked condition, very carefully maintained by one owner; £1,155.—Allen of Bristol, Berkeley Sq., Bristol, 6. Tel. 25514. [1306]

1951 (June) Austin Princess saloon, radio, heater, 1950, 10,000 miles, one owner; £1,500. [C1050]

accept £1,195.—Giesen & Sons, Ltd., 29-32, Denmark St., Manchester, 3. Tel. Desnagates 3325-6. [C2048]

CAMDEN MOTORS for Austins.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

AUSTIN Princess, 1951, grey with brown leather, small mileage, in unmarked condition, very carefully maintained by one owner; £1,155.—Allen of Bristol, Berkeley Sq., Bristol, 6. Tel. 25514. [1306]

1951 (June) Austin Princess saloon, radio, heater, 1950, 10,000 miles, one owner; £1,500. [C1050]

accept £1,195.—Giesen & Sons, Ltd., 29-32, Denmark St., Manchester, 3. Tel. Desnagates 3325-6. [C2048]

AUSTIN Sheerline sun saloon in black with fawn interior, radio and heater, low mileage, hardly soiled; £750; would consider part exchange.—13, Ovington Gardens, Ovington, Worthing. [C4027]

EXCHANGE February, 1950. Sheerline, black, with fawn leather, fitted radio, heater, Ace rimblishers, twin sun visors, specially tailored loose covers, in original excellent condition, with cash adjustment for untraced XK120 or 2½-litre Alfa-Francis sports. Write Tony Johnson, 2, Valentine Rd., Birmingham, 14, or Tel. Birmingham 3000. [1569]

1950 Sheerline saloon, grey, grey side sun roof, radio, heater, small mileage, unblemished internally and externally, first-class mechanical condition; £735, three months' written guarantee, free roadside service, delivery arranged, cash changes. Harold Simons, Ltd., Simons Corner, 397-401, Blak Rd., East Finchley, N.2. (Three minutes trolley E. Finchley Station.) Tel. 0052-5. [C4065]

IMOUSINES, 1951/52, selection partitioned Sheerlines, forward occasions, leather also cloth, low mileage unblemished carriages, competitive prices. Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2341. [C1006]

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297 Euston
ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

PRINCESS saloon, private buyer will pay £950 for best offered.—Box 1209. [1461]

REQUIRED for special client, 1950 or later Austin Sheerline saloon, moderate mileage.—Mountview 4401. [C2055]

IMOUSINE 7-passenger Sheerline required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2341. [W1006]

Austin Miscellaneous Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTINS wanted—Smith's 36 Chalk Farm Rd., N.W.1. Tel. 2767. [C8022/R]

MARSTON MOTOR CO. for your Austin—Tel. Sta. 8000 Seven Sisters Rd., Tottenham, N.15. [0598/R]

HATTONS will buy all post-war Austin models, distance no object.—Lord St., Southport. Tel. 2268. [0768/R]

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributor, urgently require late type Austin.—Tel. Weybridge 233. [1041-R]

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimborne Motor Works, Ltd., Main Parade, Wimborne 12. Tel. 01414 67.

NORMAND, Ltd., 406-9, King St., W.6. Tel. 3665. [10223]

G. O. NORMAN & Co.

AUTHORIZED Austin main spare parts stockists, service spare parts and replacement units—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271]

FOR Austin spares and replacement units—Sands Burnham, Bucks 84. [10305-R]

Austin Spares and Service

THE CAR MART, Ltd.

LONDON distributors: spare parts for all model cars

and vehicles.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717); and 582, Streatham High Rd., S.W.16 (Streatham 7751). [1016/R]

AUSTIN 7 spares, any year, any part; largest stockists

in U.K. exchange units.—Try Northwood's first. [1016/R]

1947, Newington Causeway, S.E.1. Tel. 2832 2820. [10729/R]

AUSTIN 7 spares—Largest stockists, lowest prices, etc.; s.e.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280-3769. [10488/R]

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Bedfordshire. Middlesex. Tel. Feltman 4274-5. [1039/R]

PRYNN & STEVENS, Ltd., the South London Austin

depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, front axles and electrical units from stock, repairs

and service to Austin exclusively.—57, Acme Lane, S.W.2. Brixton 1155. [10184/R]

BENTLEY (3), 4½-litre and New 4½-litre

H R O H O R R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and

Bentley cars, offer the following selection:

4½-litre sports saloon, large boot, midnight blue

with beige hide, 5,000 miles; £4,200.

4½-litre sports saloon, large boot with tan

hide, 17,000 miles; £3,950.

4½-litre saloon, black with two-tone beige hide, 37,000 miles; £2,250.

Mark VI H. J. Mulliner sports saloon, grey

with grey hide, 48,000 miles; £3,250.

Mark VI standard steel saloon, dark grey

with pale blue hide, 32,000 miles; £2,750.

Mark VI standard steel saloon, black with beige hide, 47,000 miles; £2,550.

Mark VI standard steel saloon, green with

brown hide, 67,000 miles; £2,150.

Mark VI standard steel saloon, black with

brown hide, 19,000 miles; £2,095.

Weybridge Park Ward sports saloon, black and

grey with grey hide; £1,650.

4½-litre Egerton sports saloon, black with

dark green hide; £1,450.

1934 brown hide; £725.

WE are interested in the purchase of Bentley cars,

and invite communication from owners who have

such vehicles for disposal!

H R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C1052]

C M CAR MART, Ltd.

1953 Bentley H. J. Mulliner lightweight 4-door

sport saloon, 4,000 miles; £5,250.

1951 ½-litre Bentley 4½-litre standard steel Mark VI

saloon (big engine), 10,000 miles; £2,950.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [C1059]

RIPPON

RIPPON BROS., Ltd.

THE Northern Bentley specialists offer the following

cars in first-class condition:

1951 (Oct.) Bentley Mark VI Standard steel

saloon, 1950, Tudor grey with tan leather uphol-

stery, mileage 51,595, price £2,950.

1950 (Nov.) Bentley Mark VI standard steel saloon, shell grey with blue leather upholstery mileage 42,500, price £2,650.

1950 (Aug.) Bentley Mark VI standard steel

saloon, black with beige leather upholstery

mileage 22,000, price £2,750.

FOR further details apply to

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines)

Also at Bradford, Leeds and Sheffield. [0906/R]

A CRES offer.—

1950 (October) Bentley Mark VI 50,000 miles

only, radio and heater, very carefully

maintained car, £2,700.

A CRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clap-

ham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

PAYMOND WAY.

PAYMOND WAY, Seven Kings branch.

PAYMOND WAY, the hire purchase specialists.

HIRE PURCHASE terms on the spot with no refer-

ences, no formalities or guarantees, part ex-

change of your present motor cycle or car.—775, High

Rd., Seven Kings, Essex. Seven Kings 4066. [11517]

A. FOX & Co. Ltd.

OFFICIALLY Appointed Bentley Retailers.

OFFER a selection of really good used Bentley cars

at attractive prices.

H A. FOX & Co. Ltd., 35, Burlington Odens, Old

Bond St., London, W.1. Tel. Reg. 7687. [11491]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

J

B

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LAROEST official retailers of Rolls-Royce and Bentley, please write for stock list; open until 8 p.m. Tel. 5250.

EXAMPLE—1951 Mark VI power operated drop head coupe by Park Ward, painted metallic grey and upholstered in grey hide, speedometer reading 28,000 miles; price £3,250.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082]

PB Ltd. offer:—

1936 3½ Bentley (P.B.) Freestone & Webb, mitred

PADDON BUSES, 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7476. [C5035]

JACK OLDFING, Ltd.

OFFICIAL Bentley and Rolls-Royce retailers, offer from their stock:—

1952 4½-litre large bore standard steel saloon; two-tone grey; one owner; 19,000 miles; £5,500.

1951 (Aug.) 4½-litre large bore standard steel saloon, black; 19,000 miles; £5,250.

1951 4½-litre standard steel saloon, 28,000 miles; £5,050.

1950 4½-litre H. J. Mulliner 4-door saloon; £5,050.

1951 4½-litre tourer coupé by Park Ward, power-operated head, one owner; 37,000 miles; £2,975.

1949 4½-litre 2-door Countryman saloon, grey; 38,000 miles; £2,650.

1949 4½-litre standard steel saloon, black/beige leather; £2,550.

AUDLEY House, North Audley St., W.1. Mayfair 5242.

RUSSELL MOTORS offer:—

1938 L.S. Series 4½ Bentley Park Ward saloon, exceptional mechanical, black with blue leather. **A** NY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. 8088. [C5060]

METCALFE & MUNDY, Ltd.

3½-litre 4-door saloon, coachwork most modern lines, reupholstered, reconditioned black and grey, all chrome plated renewed, discs, many extras, a most elegant car, good history.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C5064]

MANN EGERTON & Co., Ltd.

1953 Bentley 4½-litre sports saloon, velvet green, beige leather, sun roof, heater and radio, 2,000 miles only, in immaculate condition and indistinguishable from new; £4,250.

1951 Bentley 4½-litre V8 saloon, velvet green and grey, grey leather, sun roof, heater and radio, 50,000 miles, serviced by accredited agents, superb condition; £3,175.

1951 Bentley Mk VI steel saloon, black, fawn leather, sun roof, heater and radio, 20,000 miles, serviced by accredited agents, superb condition; £2,950.

MANN EGERTON & Co., Ltd.

OFFICIALLY appointed Bentley retailers, 14, Berkeley St., London, W.1. Hyde Park 2075. [C2006]

SWANMORE GARAGE offer:—

1936 Bentley Speed 6 saloon; £385.

1949 Bentley 4½ Mark VI saloon; £2,395.

1951 Bentley 4½ Mark VI saloon; £3,275.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024]

TAYLOR & CRAWLEY offer:—

1950 Bentley 4½-litre P.B.C. saloon, 27,000 miles; little modifications; superbly kept; £2,645.

1949 Bentley (DZ) 4½-litre P.B.C. saloon; 32,000 miles only; most attractively finished in dual colour; £2,645.

1949 Bentley (K.Y.) 4½-litre drop head coupé by Park Ward; power operated; 1,500 miles, one owner; immaculate; £2,995.

33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5215. [C4036]

R. C. WIMBUSH, Ltd. offer:—

1952 (May) Bentley Mark V big bore standard saloon, velvet green, brown hide upholstery, beautifully maintained, Bentley history; £3,475.

312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056]

MASCOT MOTORS, Ltd. offer:—

1937 (Oct.) 4½-litre KT series Freestone & Webb

condition; £1,050.

MASCOT MOTORS, Ltd., 237, Kenilworth Rd., Ladbrooke Grove, W.10. Ladbrooke 12312. [C5007]

H. M. BENTLEY & PARTNERS, Ltd. offer:—

1937 4½-litre Bentley 4-door drop head coupé, 27,000 miles.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

DAGENHAM MOTORS, Ltd. offer the following car:

1934 Bentley 3½-litre Park Ward sports saloon, black, recently completely overhauled.

56 Park Lane, W.1. Hyde Park 4866. 376, Ealing Rd., Alperton, Middx. Perivale 3368. And 6, 8 & 12, Sangleys Rd., Catford, S.E.6. Hither Green 4821. [C1066]

BENTLEY (3½, 4½-litre and New 4½-litre)
1951 (June) Bentley saloon, 15,500 miles—Weybridge 600. [C4023]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 281/2. Offer:—

1935 black, brown leather, radio, heater, etc., excellent order throughout; £650. [C100]

LOXHAMS Rolls-Royce & Bentley Showrooms, Fisher-gate, Preston. Tel. 4245.

OFFER the following carefully selected Bentley motor cars for sale; terms/part-exchange.

1950 Bentley Mark IV standard steel saloon, one owner from new, genuine mileage; 40,659 miles, one owner, black, brown hide upholstery, radio, etc., guaranteed and strongly recommended at the attractive price of £2,295.

1949 Bentley Mark VI standard steel saloon, with moderate mileage, most attractively finished in beautiful monogrammed with brown hide upholstery, radio, etc., in exceptional condition and most competitively priced at £2,195.

1949 Bentley Mark VI drop head coupé by Park Ward, one owner only from new, genuine mileage; 55,000 miles, house colour black with beige hide upholstery, radio; this lovely coachbuilt coupé is offered for sale at £2,895.

1947 Bentley Mark VI standard steel saloon, one careful owner, supplied and serviced solely by us, genuine mileage 55,000 finished black with own leather at £2,150. [C2064]

CHARLES FOLLET, Ltd., accredited Rolls-Royce and Bentley retailers—Offer:—

Bentley Mark VI big drop head coupé model.

1953 Tudor grey, 7,000 miles only, in perfect order, loose covers since new, fully serviced.

1949 Bentley 4½-litre Park Ward steel saloon, body by H. J. Mulliner, black, grey hide, enamel and varnished overhauled by makers, in faultless condition throughout; £2,850.

1936 Bentley 4½-litre Park Ward steel saloon, green, 70,000 miles (genuine) since new, this car has one owner only and has had a great deal of money spent on details available; £1,150.

OFFICIAL retailers and repairers: 16, Berkeley St., S.W.1. Mayfair 8266.

SERVICE works and stores: Barnardale Yard, off Eglinton Ave., W.9. Cunningham 5936. [C2010]

1934 3½-litre Bentley, close-coupled coupé body by Barclay; £550—See also our advert. on page 116.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C5038]

1935 Bentley 3½-litre Park Ward saloon, radio, sunroof, roof; £750.—J. Fricker, Ltd., Park 5077. [C2015]

1938 Bentley 4½-litre tourer (Vanden Plas), one owner, small mileage; any trial or examination. Box 1177. [C1292]

BENTLEY Mk. 6, latest type steel saloon, registered but unused; £4,195.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 5557. [C5006]

1935-6 Bentley 4½-litre Park Ward sportsman's saloon, black, side control, in most immaculate condition throughout; £2,950.

MAILDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C5000]

1953 (May) mileage under 2,000, two-colour standard saloon with Continental finish and extras; £4,250; no offers: Midlands—Box 1112. [C1173]

1938 Bentley 4½-door sports saloon, one of the most outstanding Bentley's built; £1,150.—(Exchanges and terms—Valentine 4674 after 6 p.m.) [C2018]

1935 Rolls-Bentley 3½ Park Ward sports saloon, probably the finest example in the country; £695—For full details telephone Tulse Hill 1919. [C1002]

1947 Mark VI standard steel saloon: £1,000 overfitted; Bentley 4½-litre available; latest model; £1,675.—Mansfield Autos, Ltd., Euston 2681. [C3001]

BENTLEY 4½-door sports saloon, immaculate order; guaranteed 6 months; reasonable price—Frank Dale, 61 Lancaster Mews, W.2. Paddington 4681. [C1067]

1949 Bentley all-steel saloon, just like new; John Alcock, Walley St., Biddulph, Stoke-on-Trent. Biddulph 3174. [C1424]

1953 Bentley standard steel saloon, large bore, large boot, very small mileage; exchanges entertained—Loxhams Rolls-Royce and Bentley Showrooms, Fishergate, Preston. Tel. 4245. [C3064]

IN superior condition, 1936 4½-litre Bentley Continental, black with grey, engine works reconditioned—Mr. Cowling, New St., Wells, Somerset. [C1555]

1946 Bentley 1948 special James Young body, black, black leather, in excellent condition, privately owned, best offer over £2,000—Box G.A. 964, 4, Salutation Court, Fleet St., E.C.4.

1948 **R**OSE & YOUNG, Ltd., offer 1937 Bentley 4½-litre Park Ward saloon, black, £595—65-69, Sternhold Ave., Streatham Hill, S.W.2. (One minute from Tulse Hill Station). Tulse Hill 6464. [C3057]

1951 (May) Bentley standard steel saloon, black with beige leather, mileage 21,000, all new India tyres, taxed; this car is in original condition and unmarked; £2,900—Below. [C1424]

1936 4½-litre 2-door saloon by Barker, black, radio, etc., taxed, good tyres, any examination: £585—Below.

1936 3½ Bentley 4-door sports saloon, taxed, good tyres: £485.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C2019]

BENTLEY 1933, Blue Label 26hp saloon; body by Mulliner; nice order throughout; £195; exchanges or hire purchase—Oliver Autos, 100-106, Peckham Rye, S.E.15. New Cross 2563. [C1366]

1936 Bentley 4½-litre Thrupp & Maberly saloon, exceptionally good mechanical condition, tyres: £485.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C2019]

1937 Bentley 4½-litre KT series Freestone & Webb

condition; £1,050.

MASCOT MOTORS, Ltd., offer:—

1937 (Oct.) 4½-litre KT series Freestone & Webb

condition; £1,050.

MASCOT MOTORS, Ltd., 237, Kenilworth Rd., Ladbrooke Grove, W.10. Ladbrooke 12312. [C5007]

H. M. BENTLEY & PARTNERS, Ltd. offer:—

1937 4½-litre Bentley 4-door drop head coupé, 27,000 miles.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

DAGENHAM MOTORS, Ltd. offer the following car:

1934 Bentley 3½-litre Park Ward sports saloon, black, recently completely overhauled.

56 Park Lane, W.1. Hyde Park 4866. 376, Ealing Rd., Alperton, Middx. Perivale 3368. And 6, 8 & 12, Sangleys Rd., Catford, S.E.6. Hither Green 4821. [C1066]

BENTLEY (3½, 4½-litre and New 4½-litre)

RUSKE & YOUNG, Ltd., offer 1938 Bentley Mark VI standard steel saloon, 32,000 miles only, immaculate, black; £2,295—65-69, Sternhold Ave., Streatham Hill, S.W.2. (One minute from Tulse Hill Station). Tulse Hill 6464. [C3057]

BENTLEY 4½-litre Barker 4-door saloon, September 1936. H.M.V. radio, very good tyres, large luggage boot and bumpers front and rear, in excellent condition, having recently had extensive overhaul by maser; price £295. [C1424]

THREE months' comprehensive guarantee, part exchange and hire purchase—KENNINGTONS, Ltd., Leadmill Rd., Sheffield. 1. Tel. 26451. [C1354]

1939 Overdrive Bentley Windover 4-door drop head coupe in excellent condition, dark green, H.M.V. radio, £8,000 miles; £1,200; recent extensive chassis overhaul, bills shown, no traders. Major Read, Gorse Bank, Highcliffe, Hants. [C1277]

BENTLEY 4½-litre sports saloon, Park Ward, 4-door bodywork first registered October, 1936, £2450 spent at works, total mileage 81,529, price £975. [C2040]

£545!! 1934 Overdrive Bentley Windover 4-door drop head coupe styling, distinctly modern in appearance, very well maintained and in outstanding mechanical order, also very immaculate. THURP & MANN, 1934, silver grey with powder blue leather, special export nash, H.M.V. radio, heater, etc., unmarked chassis, good paintwork, same year. [C2041]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 26207. [C2041] Open till 8 p.m. Mondays to Saturdays. Write for catalogue.

1935 (July) Bentley 3½-litre Park Ward sports saloon with sun roof with ride control—£1,095. [C1305]

MARK VI Bentley Standard Steel saloon, reg. Jan. 1932, silver grey with powder blue leather, special export nash, H.M.V. radio, heater, etc., unmarked inside and out, most magnificent, exchange for cheaper car—20, Leamington Rd., Coventry. Tel. 68223. [C1275]

JACK ROSE, Ltd., offer 4½ Bentley 4-door razor edge and side control by Freestone & Webb, in black and red, interior almost unmarked, radiator and all bright parts silver plated, car with Bentley history; accept £1,075.—Stafford Rd., Wallington. Surrey. Tel. 6677-8. [C3056]

!!! £595; save £150-£200—1935 Bentley 3½-litre Park Ward 4-door saloon, ride control, £600 spent on this chassis, bills can be inspected, fine original condition, mechanical condition, 3 months' written guarantee, free after-service, deferred, exchanges—Harold Bowles, Ltd., Simons Corner 397-401, High Rd., East Finchley, N.2. (15 minutes Trolley E, Finchley Tube) Finchley 0052-53. [C3065]

£1,199!! Magnificent Bentley 4½-litre special Thrupp & Maberly 4½-seater drop head coupe, this vehicle was abroad, supposedly owned by royalty and was first registered in England, now owned by a local director who having personally supervised a £450 overhaul, has just completed 4,000 miles tour in Europe, this car is magnificent and faultless and has one of the prettiest bodies we have seen, reluctantly selling due to domestic problems; 3 months' guarantee, hire purchase, exchange for another.

LAMBESI, Finchley Showrooms, 421-423, High Rd., East Finchley, N.12. Finchley Underground. [C2052]

1938 Sports 4-door Park Ward 4½-litre Saloon, leather, excellent throughout, black, exceptional value, history available. £1,095. [C1305]

SEX 4½-litre drop head, nice chassis, exceptionally attractive, history available, low cost. Ape & Saunders, Providence Court, North Audley Street, Mayfair-2941.

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee—See under "Sports Cars." [C3041]

Bentley Cars Wanted

CTHE CAR MART, Ltd., wish to purchase Bentley cars—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 5434. [C0582 R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley—Hampstead (Tube) N.W.3. Han 6041. [W401 R]

BENTLEY wanted.—Valentine 4674 after 6 p.m. [C2018]

BARTLETT will pay more for Bentleys—27a, Finsbury Villas, W.11. Baywater 0523. [W1015]

BENTLEY Mark VI wanted, preferably under 50,000 miles—Bowles, 2, Elm Park Court, Pinner. Tel. 360. [W401 R]

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley—71 Broad St., Midland 2437. [C057 R]

CASH immediately for good Bentley—Details, please, to H. F. Edwards, 200, Great Portland St., London W.1. Tel. Langham 0012. [W2003]

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [C054 R]

WE will buy or part exchange your Bentley for a new one—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064]

PRIVATE buyer wants for cash 4½-litre saloon, low mileage, first-class condition—Price and full particulars please to Box 0897. [C054 R]

WE are open to purchase any type pre-war Bentley cars complete or otherwise—Compton, 69 Westgate St., Crayford, S.E.9. Livingstone 1165. [C054 R]

MODERN fibreglass det. 4-bedroom house, 1½ acre; best part Wallington, 1½ hour town, self low price or accept Mk VI Bentley and £1,750—Uxbridge 2062. [C1415]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted

BENTLEY saloon, Mark VI, wanted privately.—Write Nutt, Bancroft Farm, Abingdon, Berks. 19593
S. MEAD (SALES), Ltd., are interested in purchasing any post-war Bentley cars.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. (1950/1)

PRIVATE purchaser wishes to buy Bentley 4½, 1950 or 1951, low mileage, good condition and reasonable price.—B. R. Rivington, Little Pluckett Way, Burghurst Hill, Essex. (1950)

TAYLOR & CRAWLEY will buy low mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. (1950/3)

JACK OLDFING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of London. Tel. Mayfair 5242. Audley House, North Audley, S.W.1. (1950/4)

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Eglin Ave., W.9. Tel. Cuningham 5936-7-8. (1950/5)

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lomard Rd., Merton, S.W.19 (close Sth. Wimbledon Tube). Liberty 7222 (8 lines). (1950/2)

CHARLES FOLLETT, Ltd. officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Eglin Ave., W.9. Tel. Cunningham 5936-7-8. (1950/5)

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CHARLES FOLLETT, Ltd. officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Eglin Ave., W.9. Tel. Cunningham 5936-7-8. (1950/5)

SPARE parts

SERVICE: Barnsdale Yard, off Eglin Ave., W.9. Tel. Cunningham 5936-7-8. (1950/5)

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons 69, Westow St., Crystal Palace, S.E.17. Livingstone 3362. (1950/5)

B.M.W.

£425—B.M.W. type 320 drop head foursome, good hood, real hide interior, exceptional throughout; many others.

ENGINATORS, L. Carendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park tube). Exchanges, n.p. (1950/5)

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond—Hampstead (Tube). N.W.3. Ham 6011. (1950/5)

PRIDE & CRAKE, Ltd., the Bond Minicar Buyers. H.P. accounts settled—Stockwell Rd., S.W.9. Brixton 6251. (1950/5)

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service mechanics; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. (1950/5)

10627/R

BRISTOL

L. F. WARD, Ltd.

NEW Bristol 403 from stock.

1952 401 saloon, radio and heater, 7,000 miles, colour cream.

1948 heater, L.H.D., one owner since new, radio and heater.

L. F. WARD, Ltd., Orange Road Garage, Orange Rd., Thornton Heath, Tel. Thornton Heath 3347. London office: Mayfair 0146. (1949/5)

£1000 under cost price.

1952 (April) Bristol 401 saloon, one owner, colour green. Ekco radio, twin speakers, heater, tailored cloth seat covers, special mats, oil radiator, screen washer, Marchal fog lamp, over £100 worth extras; this car has been most carefully maintained and driven since new; guaranteed total mileage 12,000; £1,975.

1951 Bristol 401 saloon, just fitted with 403 modifications, one owner, total mileage 39,000, black, grey leather, always maintained by us; £1,950. F.N. Ltd., London Rd., Isleworth, Middlesex. (1950/5)

A (Hounslow 0011). (1950/5)

ANTHONY CROOK offers:—

Bristol 403s, new from stock.

1953 Bristol 401, new from stock.

1953 Bristol 403, 3,000 miles.

1951 Bristol 401, 17,000 miles; £1,750.

1950 Bristol 401; £1,650.

WE have a large stock of 400 saloons ranging from 1944 to 1950; these cars are all in first-class mechanical condition, your inspection is invited. Any make of used car taken in exchange, all spares in stock. Specially equipped works and Bristol trained staff. Details on application, anywhere in the U.K. of charge.

ANTHONY CROOK, The Bristol distributor, Cottenham Hill, Surrey. Cottenham 2232-3. (1950/5)

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42 Hay's Mews, Berkeley St., W.1. Grosvenor 2565. (1950/5)

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. (1950/5)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Chrysler Spares and Service

AUTOALES (LONDON), Ltd. Chrysler Distributors, spares for all models; exchange reconditioned units in stock.—59/65, Belize Rd., N.W.6. Tel. 5555-2155. [C4095/R]

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models. **C**URCH ROAD ENG. CO., Ltd., Hadleigh, Essex. Tel. Hadleigh 57271.

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Belham High Rd., London, S.W.13. Tel. Belham 2234. [C2061/R]

CITROEN

H. W. MOTORS, Ltd., offer:—

1950 (model) Citroen Light 15 de luxe finished black, beige leather upholstery, sunroof, loose covers, etc., moderate mileage; £475. **1949** (model) Citroen Light 15 finished black, beige leather upholstery, fitted many extras, nominal mileage; £455.—H. W. Motors, Walton-on-Thames 2404-5-6. [C2042]

CARLES FOLLETT, Ltd., offer:—

1949 (Dec.) Citroen Big 6 cylinder, right-hand drive saloon, sunshine roof, green with beige upholstery, radio and heater, 1 owner only, 24,000 miles; £595. **18**, Berkeley St., W.1. Mayfair 6266.

SERVICE works and stores—Barnsley Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010]

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY first-class examples are offered.

PRESENT stock includes several post-war saloons at to-day's lower prices. Examples: 1947 Light 15. £395; 1948 Light 15, £425; 1949 Light 15, £495.

OFFICIALLY appointed Citroen Agents.

NEW models from stock.

EXCHANGES desired terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11, Bay 4274. [C4055]

RICHARD & CARR, always best value.

1951 (reg.) Citroen 6-cylinder 1.h.d. saloon, black, heater, demisters; £575. **1949** (September) 6-cylinder saloon, gunmetal, sliding roof, one owner; £595.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

WAVERTAIL GARAGE, Ltd., Citroen Distributors, Childwall Fireways, Liverpool 15.

1951 Citroen Light 15 saloon, black, red leather, one owner, extras; £595.

1950 Citroen Light 15 saloon, black, lawn leather, one owner; £575.

1949 Citroen Light 15 saloon, maroon, red leather. £550.

All in excellent condition throughout, exchanges welcomed. H.P. terms available.—Tel. Childwall 2511 & 12. [C1577]

WORTHING MOTOR CO., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [C4734]

CITROEN Light 15 saloon, 1947, unmarked; £395, exchange open car or coupe.—45, Churchill Park, N.W.4. Hendon 1648. [C1334]

1951 Citroen 6 saloon, 9,000 miles; £665.—Gordon Cars (London), Ltd., 373, Euston Rd., London, N.W.1. Euston 6611. [C2023]

1951 15hp Citroen saloon, 27,000 miles, black and Maroon, red taxed; £675.—Woking Motors (Marley Hill), Ltd., Woking 2088. [C4067]

1946 Citroen Light 15, black, red leather, fitted sliding roof and extras; £585.—Blue Star Garage, 617, Finchley Rd., N.W.3 (Ham 2254). [C1513]

1938 Citroen 12 saloon, excellent condition; £235. **1938** exchanges, etc.—Park Garage (Moseley), Ltd., Hampton Court Way, Moseley. Tel. Moseley 6199. [C3037]

1947 Citroen Light 15 saloon de luxe, one owner, 51,000 miles, perfect condition throughout; £425.—Abbott's Garage, Ltd., Earls Barton, Northants. Earls Barton 344. [C1486]

£415—1948 Citroen 4-door de luxe, one owner, really excellent condition. Tel. (Bolton) 2222, Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-B-9. [C2024]

675 gns.—Citroen Light 15, 1951 sports saloon, maroon, sliding head, red leather, small mileage, carefully used, exceptional condition; terms, exchanges.—Rowland Smith below:—**395** gns.—Citroen Light 15, 1947 sports saloon, black, sliding head, brown leather, excellent condition; terms, exchanges, hat, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1940 series Citroen 12 de luxe saloon in very exceptional order throughout; £295, trade and part exchange extras invited.—G. P. Morris, Ltd., 54, Streatham Hill, S.W.2. Tel. Hill 4488. [C2016]

1950 Citroen Light 15, one owner, loose covers, exchange, etc.—Childwall Garage, 48, Childwall Hill, Liverpool, 1. Tel. Gateacre 1331/2. [C2063]

JDAVY offers 1946 Citroen Light 15 saloon with extras at £595, 180-4, Kensington High St., Western 9641. 215, Brompton Rd., S.W.3, Kensington 1108. [C1069]

1948 Citroen Light 15, overhauled by makers and in exceptional condition throughout, one owner, guaranteed mileage 35,600; price 460gns.—Hole & Bryant, Ltd., 30/31, East Reach, Tauton 2121. [C1556]

£550—1950 Citroen Light 15 saloon de luxe, this in a genuine small mileage one-owner car, finished original and unblemished black with maroon leather interior, fitted radio, heater, excellent tyres, taxed; open to any examination or trial.

MAILDSTONE ENGINEERING CO., Cross St., Pendlebury, Salford 6, Manchester 1. Tel. 5457. [C3000]

CITROEN

1940-1 Citroen Light 15hp, genuine French model, L.H.D., fitted 1948 engine, 1947 gear box, engine and transmission recently overhauled, just re-upholstered, taxed, first £240 secures. Bacon, 136, Kettering Rd., Northampton. [C4065]

1947 Citroen Light 15 saloon, black, red leather, the internal and external appearance and the mechanical condition of this car is equivalent to a 1953 model; £445; 3 months' written guarantee; free after-sales service; deferred exchanges.—Harold Simons, Ltd., Simons Corner, 279-401, High Rd., East Finchley, N.17 (93 minutes trolley E. Finchley tube). Tel. HINDHEAD 0052/53. [C4065]

HINDHEAD MOTOR WORKS, Ltd., offer: 1952 Light 15 grey with red leather, heater, windscreens wiper, taxed, year, one owner, excellent condition throughout, £750; 1950 model Light 15, green with beige upholstery, one owner; £610; 1948 Citroen Light 15, black with red upholstery; £495; new models from 1953.—The Hindhead Motor Works, Ltd., 279-401, High Rd., East Finchley, N.17 (93 minutes trolley E. Finchley tube). Tel. HINDHEAD 663. [C2061]

Citroen Cars Wanted

CTHE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [C1017/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R]

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

ACE SERVICE STATION (LONDON), Ltd.

The Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5565 (5 lines).

CITROEN in good condition for cash.—Tel. Valentine 4674 after 6 p.m. [C2018]

EVERY good second-hand Citroen required.—Cobb, 30, Harley House, N.W.1. [C1016]

FULL value paid for Citroen or similar.—54, Streatham Hill, S.W.2. Tel. Hill 2676. [C2016]

CASH immediately for good Citroen.—Details, please, to H. F. Edwards, 200, Great Portland St., London W.1. Tel. Langham 6012. [C2005]

CITROEN—John S. Truscott, Ltd., urgently require good examples, highest price for cash or exchange.—173, Westbourne Grove, W.11. Bay 4274. [C4055]

CITROEN cars wanted for cash or part exchange by the Citroen specialist and stockists.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [C2061]

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3131/2. [C1017/R]

THE HEADINGLEY MOTOR & ENG. CO., Ltd., 8, Old Rd., Leeds, 6. Tel. 52027-8. [C1017/R]

CITROEN Specialists, all spares stocked, immediate exchange drive shafts, gear boxes, steering units etc. [C0061/R]

SHIMPTON'S MOTORS, Ltd., London Distributors, Head office and showrooms, 242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARERS and service—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [C1027/R]

WILDCOMBE'S GARAGES, Ltd., Putney Rd., Bath 5600. [C1027/R]

WOODFORD CAR MART, Essex distributors for Citroen cars, miles, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 2017. [C2000/R]

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [C1074/R]

Citroen Spares and Service
BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [C1058/R]

CONNAUGHT

1953 Connaught 2-door sports, 1,530 miles, amazing bargain; £745.—Richards & Carr, 59, Kinnerton St., London, S.W.1. Sloane 5424. [C1034]

CORD

SWANMORE GARAGE offer:—

1937 Cord supercharged saloon; £495.

1937 Cord supercharged d.h. coupe; £475

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024]

WESTCHESTER saloon, 1938 model, first reg. 1950, due green, loose covers, built-in radio, perfect condition; bargain at £295.—D. Rough, 23, Carlton Drive, Leigh-on-Sea. Tel. 78997. [C1040]

DAIMLER

CAR MART, Ltd.

1951 Daimler 2½-litre special sports drop head coupe radio, heater, 10,000 miles; £1,375.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 122. [C1039]

R. F. FUGGLE, Ltd.

1951 Daimler Consort saloon, genuine mileage 4,000, fitted radio, colour blue; £1,325. [C2017]

R FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1655.

MASCOT MOTORS, Ltd., offer:—

1939 4-litre Straight Eight Daimler with special sports saloon body, an exceptionally pretty car in excellent condition, price £485. [C1003]

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007]

ANDOVER MOTOR CO., Ltd., offer:—

1937 Daimler Light Straight Eight, engine completely reconditioned and in beautiful condition throughout; £375.—Andover, Hants. Tel. 3405. Open Week-ends (Sundays inspection only). [C1003]

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre Empress by Hooper (1952), steel grey with maroon leather, maintained as new; £2,000.

DAIMLER 2½-litre special coupe by Barker (1951), dove grey with red leather, low mileage, most attractive; £495.

DAIMLER 2½-litre Conquest saloon (1953), maroon with red leather, low mileage, as new; £1,395.

DAIMLER 2½-litre Consort (1951), black with red leather, low mileage; £1,095.

DAIMLER 2½-litre saloon (1950), black with green leather, low mileage; £1,095.

DAIMLER 2½-litre saloon (1948), black with red leather, in good condition throughout; £795.

DAIMLER 4½-litre limousine, blue with cloth in rear, roomy 7-passenger, in excellent condition; £425.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 6404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7644). [C3022]

1953 Daimler Conquest saloon, one owner, black/green leather, 1,500 miles; £1,425.—Below.

1951 Daimler Consort saloon, black/red leather, heater, radio, loose covers, 21,000 miles, one owner; £1,025.

JACK OLDING & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5343. [C3080]

1947 Daimler 2½-litre saloon, magnificent car, £610. Autowork, Ltd., Winchester. Tel. Winchcombe 4334. [C1010]

DAIMLER 2½-litre, '48, 25,000, beautifully maintained, one owner, heater, radio, fawn; £649 o.n.o.—Bucknell, 13, Eton Ave., N.W.3. [C1571]

1953 Daimler Conquest saloon, maroon, red leather, 2,500 miles; £1,425.—A. D. & Co., Ltd., Royal 5037. [C1426]

DAIMLER, 1938, 2½-litre black sun saloon, heater, radio, cased, 34,000 miles, one owner; £775.—Weinman, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1773. [C1062 R]

1953 Daimler New 15, 1937 16.2hp 4-door sports saloon, black, sliding head, blue leather, Acc. 2000 miles, red leather, 1938, £1,425.—A. D. & Co., Ltd., Royal 5037. [C1426]

1947 Daimler 16, 1938, 2½-litre black sun saloon, heater, radio, cased, 1938, £1,425.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2081. [C2031]

1945 Daimler New 15, 1937 16.2hp 4-door sports saloon, black, sliding head, blue leather, Acc. 2000 miles, red leather, 1938, £1,425.—A. D. & Co., Ltd., Royal 5037. [C1426]

1953 Daimler, October 1948, 2½-litre de luxe saloon, maroon, metallic green, sliding head, red leather, heater, radio, used, exceptional condition; terms, exchanges.—Rowland Smith below.

1948 Daimler 1939 2½-litre de luxe saloon, blue, sliding head, blue leather, very good condition, terms, exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1948 Daimler 2½-litre saloon, black with brown, coachwork perfect, sliding head, surplus requirements; £675 o.n.o.—Box 1308. [C1457]

CAMDEN MOTORS for Daimlers.—Consort saloon, 1951 series, black with tan leather interior, in heater and radio, extremely good all-round condition and unrepeatable at £895.

CAMDEN MOTORS for Daimlers.—Consort saloon, May 1952, condition literally indistinguishable from brand new, extremely low mileage; £1,425.

CAMDEN MOTORS, Ltd., 237, Kensal Rd., London W.8. Tel. 52027-8. [C1017]

CAMDEN MOTORS for Daimlers, Leighton Buzzard, Bedfordshire. Tel. 2041. Open 8 a.m. Mondays to Saturdays. Write for catalogue. [C1035]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

LIMOUSINE (outswep tail) 1957/52hp, partition, 8-seater, leather, exceptional condition throughout, black, selection from £435. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1005)

Daimler Cars Wanted

KIRKWOOD CARS. Buy most types of Daimler—78 Streatham Hill, W.2. Tulse Hill 1288. (W2037)

PRIVATE buyer wants low mileage 1949 Daimler saloon; £550 offered for right car.—Box 1211. (11465)

CASSIS MOTOR MART require carefully used Daimler.—5 Warren St., W.1. Euston 4110. (W1040)

REQURED, good used Daimler.—O. Edwards, Amiensbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler—Hampstead (Tube), N.5 Ham 6041. (W4018-R)

DAIMLER Consort in exchange for Riley 2½ roadster, 1951, 21,000 miles; small cash adjustment either way.—Cheshire, Box 1142. (11231)

7-PASSENGER 1957/58/59 privately owned 1958 2½ a.s.o. 1956 32hp Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

EL24 1956 black, all leather (black), facing, forward seat, well lined interior, £575.—Finchland, Ltd., 261, Willesden Rd., M. 1232

EXCHANGE your present Daimler car for new or used models, demonstrations by appointment. Write or 'phone Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2146. (10444)

Daimler Spares and Service

DAIMLER and Lanchester specialists—Dinham Motors, 17, Atherton Mews, S.W.7. Western 4541. (6432)

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and Service.—Kidderminster Rd., Croydon 5775. (10888)

A RCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (10236-R)

KINGSTON-ON-THAMES.—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. (84058-R)

A LLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares repairs, etc.—Tel. Macaulay 6252-4 and 4199. (10460-R)

DARRACQ

GATEHOUSE offer:—

1938 Darracq-Nash 2-seater sports, car for the enthusiast. £165.—Gatehouse Motors, Ltd., Highgate Village, London N.6. Tel. Mountview 4444. (C2021)

DELAGE

BROOKLANDS: Individuality, new and used cars.

1951 series Delage 6 saloon, 9,000 miles

103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

DELAGE D6-75, 1939 chassis and coachbuilt sports 4-seater body, modified V8 engine. Total box all-weather rigid side screens or disappearing hood and racing screens, radio, spotlights and every accessory, a unique car in perfect condition throughout. R.A.C. or A.A. inspection invited; £350.—H. Turner, Alrewas. (1221)

Delage Cars Wanted

REQURED, good used Delage.—O. Edwards, Amiensbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

Delage Spares and Service

SELBORNE'S, World Concessionaires, engine and body repairs: parts supplied.—82, Park St., W.1. (0659-R)

DELAHAYE

1950 Delahaye 2-door sports saloon, grey with red hide interior, fitted heater, radio, screen wash, pass lamps, etc.; this magnificent car has done 28,000 miles, will cruise at 60/65mph and exceed 100mph; will achieve 20mpg at 60mph and the Total gear box makes it a fascinating car to drive; price required £1,750—1950 2-door 4-seater with 20mpg spares, part exchange considered.—Jones Garage, Syston, Leics. Syston 86257. (11343)

1951 3½-litre R.H.D. model 135M 2.3-seater all weather sports roadster of magnificent Continental lines by Selborne of Mayfair, finished in dove grey, unmarked with maroon hide interior; this outstanding car which cost £3,500 has been maintained regardless of cost, during the short period since new and has covered 1,000 miles; 20mpg; 1950 2-door 4-seater with Total gear box, new tyres, twin spot-lamps, etc., the car is offered at the sacrificial price of £1,175 or very near offer; photo to genuine enquiries on application.

BROWN & WHITE (LEEDS), Ltd., Roundhay Rd., Leeds 7. Tel. 43405.

Delahaye Spares and Service

SELBORNE'S, World Concessionaires, engine and body repairs: parts supplied.—82, Park St., W.1. (0659-R)

DELLOW

1951 (Nov.) Dellow, excellent condition, two spares, one owner leaving Forces; £475.—Oliver St. Andrews Rd., Bishop Auckland. Tel. 767. (11549)

GORDON GARAGE (DULWICH), Ltd., Dellow Distributors for London and South-Eastern counties.—55-57, East Dulwich Rd., London, S.E.22. New Cross 3704. (10610-R)

D.K.W.

B & M GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. (10114-R)

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crank-shafts.—F. SMITH & So., 83-85, St. John's Hill, Clapham Junction. Brix 0871. (0909-R)

DODGE

CAMDEN MOTORS for Dodge—26hp limousine, late 1953, equipped with special overdrive gear, widest occasional and medium division, full 8-seater bodywork, most impressive looking car with smooth luxurious performance; £395.

CAMDEN MOTORS for Dodge—26hp 6-seater saloon, 1959, stylish modern body lines, gears on steering column and overdrive gear as above, exceptionally economical performance, colour black with rich brown leather interior; £295.

CAMDEN MOTORS for Dodge, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

Dodge Spares and Service

JUDGE specialists, repairs, spares, exchange engines—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 5847-57127. (10192-R)

DODGE specialists, repairs, spares, exchange engine service—L. A. Mitchell (Motors), Ltd., 1, Bisham High Rd., London, S.W.12. Tel. Bisham 2254. (10562-R)

FIAT

DICKS

1949 Fiat 500 coupe, o.h.v. engine, really genuine—Chiswick, Ltd., 385-401, High Rd., Kilburn. (C1072)

!! Chiswick Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

1940 500 4-seater convertible, reconditioned engine, heater; £295.

CLAIRMONTE BROS. always have several 500 Fiats from £200-£260; some with reconditioned engines—Shanklin Rd., London, N.8. Mountview 5225. (C1036)

1949 Fiat 500 Belvedere station wagon wanted—Miss Gell, Hawthorn House, Beaconsfield, Bucks. (1236)

500C Fiat shooting brake, 1950-1, 27,000 miles, owner going abroad, best offer.—Tel. Ken. 4794. (1573)

245-gns.—Fiat 1100, 1958 4-door pillarless saloon, blue plus, lawn leather, oil coil, screen washers, excellent condition, terms, exchanges.—Rowland Smith, below.

225-gns.—Fiat 500, 1959 convertible coupe, blue, leather good condition; terms, exchanges; open 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018)

1938 Fiat 1100 pillarless de luxe saloon, grey, blue leather, sun roof, excellent condition throughout; £245.—Stag Cottage, Peppard, Oxon. Tel. Chedington 358. (1536)

C. V. RUSHMER, the Fiat specialist—1959 500 coupe good order, £250; 1949 1100C saloon, R.H. drive showroom condition, guaranteed—50, Holland Park, W.11. Park 5731. (C3061)

MAIFAIR GARAGES, Ltd., have the finest selection of pre- and post-war Fiat cars in the country available for inspection and trial run at their showroom, all plain price ticketed.—Below.

MAIFAIR GARAGES, Ltd., although almost exclusively a Fiat organization, are able to take any other make of car in exchange for Fiats at competitive allowance prices.—Below.

MAIFAIR GARAGES, Ltd. (July) 1950 500 2nd series de luxe full 4-seater convertible saloon, new and smart and economical car with outstanding road performance, modern and reliable.

MAIFAIR GARAGES, Ltd. (July) 1959 500 2nd series full 4-seater de luxe convertible saloon, silver grey, leather upholstery, very economical car with excellent road performance, 5 months' guarantee; £295.

MAIFAIR GARAGES, Ltd. (April) 1959 500 2nd series supercharged de luxe convertible coupe, Arnott blower, very smart car with incredible road performance, 3 months' guarantee; £295.—Below.

MAIFAIR GARAGES, Ltd., 1958 500 2nd series full 4-seater de luxe convertible coupe, two tone brown and white, bumper, excellent condition throughout, 5 months' guarantee; £275 (choice of 5). Below.

MAIFAIR GARAGES, Ltd., 1958 500 2nd series full 4-seater convertible coupe, blue, one owner since new, smart car with outstanding road performance and 50 mpg. 5 months' guarantee; £275. Below.

MAIFAIR GARAGES, Ltd., 1956 1950 4-door pillarless saloon, grey, red leather upholstery, good tyres, roomy car with excellent road performance; £175.—Below.

MAIFAIR GARAGES, Ltd., fully reconditioned 500 non-convertible coupes in primer grey to be finished in customer's own colour, 3 months' guarantee, delivery 2-3 weeks; £325. Below.

MAIFAIR GARAGES, Ltd., 1958 500 de luxe convertible coupe, blue, one owner since new, smart car with outstanding road performance and 50 mpg. 5 months' guarantee; £275. Below.

MAIFAIR GARAGES, Ltd., 1958 500 de luxe convertible, grey, red leather upholstery, good tyres, roomy car with excellent road performance; £175.—Below.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

J. DAVY offers 1953 (September) Anglia, 530 miles only, £459, exchanges welcomed—180-184, Kensington High St., Western 641; and 215, Brompton Rd., S.W.3, Ken. 1108. [C1069]

A. RTHUR E. GOULD, Ltd., 290-292 Regent St., W.1, and 82-84 Mead St., Soho, W.1. Langham 1594-5—1946-50 Ford Anglia saloons, low mileage, all guaranteed—[C1070/R]

WALTER SCOTT, Ltd.—1950 Ford Anglia, black, low mileage, unmarked, £365—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Pri. 5814. [C4006]

1949 Ford Anglia saloon, guaranteed, £325; also 1948 Ford Anglia saloon, £275; exchanges—Palmer's, 53, York St., Twickenham, Popes-grove 1890-7097. [C3034]

1946 Ford Anglia 2-door saloon, 20,000 miles, one lady owner, new battery, trickle charger and many extras, for immediate sale to highest bidder—Apply A. J. Holland, Ltd., Audley End Station, Essex 11556.

R. OYS offer 1939 Ford 8 saloon, immaculate condition, £195; also 1947 Anglia, taxed £285, h.p. and exchanges—Rois' Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059]

Ford Eight Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Ford 8 cars—320, Euston Rd., N.W.1. Euston 10172/R

R. OWLAND SMITH'S the Car Buyers.—Highest cash prices for Ford 8—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

WANTED 1946-52 Ford Anglia, low mileage—Jack Ross, Ltd., Stanmore Rd., Watlington, Surrey, Watlington 677-8. [W5056]

FORD (10 h.p.)

A. CREE offer:—
1953 Ford Prefect, black in leather 8,000 miles only, leather fitted, £500. [C1002]

GATEHOUSE offer:—
1950 Ford Prefect saloon, 1lhr., one owner, nom. mileage, excep. car, £395. [C2021]

PERRY'S OF HARROW
HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [10100/R]

THIRLESTANE CARS, Ltd.
1950 (Nov.) Ford Prefect, black, leather upholstery, excellent condition; £455.

1953 Ford Prefect, black, red leather, loose covers, 5,000 miles, as new; £315. [C1341]

THIRLESTANE CARS, Ltd., 484-4, Bowes Rd., New Southgate, N.E.1, Tel. 4404.5. [C1025]

A. LIAN TAYLOR MOTORS, Ltd., offer:—
1950 Ford Prefect saloon, leather upholstery, £425.

1950 (Nov.) Ford Prefect saloon, leather upholstery, £425. [C1025]

W. J. BROWN, Ltd., Established over 30 years, used Ford specialists.
1952 Ford Prefect saloon, black, red leather, one owner, as new 9,000 miles; £495.

1951 Ford Prefect saloon, beige, 17,485 miles, front draught deflectors; £445. Finchley Rd., N.W.3. Hampstead 4414. [C1025]

339. Ford Prefect saloon, leather upholstery, excellent condition throughout; £375. [C1025]

1949 Ford Prefect, beige, mileage 18,500; £455. Gordon Wooderson, 48a, Drewsteed Rd., S.W.16. Streatham 8658. [C4059]

1951 Ford Prefect, black, L.H. drive, one owner; £275. W.H. Arthur & Co., Ltd., Station Garage, Billericay. Tel. 110. [C1025]

1948 (Dec.) Ford Prefect saloon, immaculate; £385. The Golding Park Motor Co., Ltd., Basingstoke, Hants. Tel. 241. [C2065]

£414 1953 series Ford Prefect saloon, in as new condition, choice 2 others, 3 months' guarantee, plus purchase exchanges. [C2052]

L. AMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

395 Ford Prefect, November 1949 saloon, black, green leather, one owner, excellent condition; terms, exchanges—Rowland Smith, below.

325 Ford Prefect, 1947 saloon, black, green leather, excellent condition; terms, exchanges—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 4414. [C4018]

FORD Prefect, October, 1948, 34,000 miles, excellent regular servicing, taxed; £385, viewing and delivery by arrangement, all enquiries answered. [C1062]

£395 1950 Ford Prefect (Nov.) saloon, leather, 25,000 miles, spotless; any trial, exchanges. H.P.—11, Perrymead, Prestwich, Manchester. Prest-wic 2057. [C1025]

FORD (10 h.p.)

WALTER SCOTT, Ltd.—1950 Ford Prefect, black, low mileage, exceptional; £415—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Pri. 5914. [C4006]

1938 Ford 10, reclosed, new engine, gear box and rear axle this year, £210, guaranteed—Wirkdale Cars, 319a, Kirkdale, Bydenham, S.E.26, Bydenham 6129. [C2068]

J. DAVY offers 1953 (April) Prefect, new condition, at £520, exchanges welcomed—180-184, Kensington High St., Western 641; and 215, Brompton Rd., S.W.3, Ken. 1108. [C1069]

1949 Ford Prefect saloon, leather, guaranteed, £375; also 1947 Prefect saloon, £295, exchanges—Palmer's, 53, York St., Twickenham, Popes-grove 1890-7097. [C3034]

1946 Ford Prefect 2-door saloon, 20,000 miles, one lady owner, new battery, trickle charger and many extras, for immediate sale to highest bidder—Apply A. J. Holland, Ltd., Audley End Station, Essex 11556.

R. OYS offer 1939 Ford 8 saloon, immaculate condition, £195; also 1947 Anglia, taxed £285, h.p. and exchanges—Rois' Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059]

1949 Ford Prefect saloon, leather, guaranteed, £375; also 1947 Prefect saloon, £295, exchanges—Palmer's, 53, York St., Twickenham, Popes-grove 1890-7097. [C3034]

1948 Ford Prefect saloon, finished black, tailored covers, taxed, immediate; immaculate £550, trade enquiries welcomed—Motors (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C1018]

FORD Prefect, 1948 model, black, excellent condition throughout, recon. engine, run 5,000 miles only, two owners; £345; terms, exchanges—Kidney & Thompson, 543, Trinity Rd., Wandsworth, S.W.18, Battersea 0509. [C1021]

£185—1938 Ford 10 tourer, very pretty car, full with semi-sporting lines and outstanding performance, extremely sound order, attractive blue cellulose with leather interior and full weather equipment, rare model, understood one change of owners since new; terms and exchanges—Cardinal Motors, Hythe Bridge St., Oxford 4344. [C1021]

Ford Ten Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Ford 10 cars—150, Park Lane, W.1. Grosvenor 3434. [C1017/R]

MARSTON MOTOR CO., Ltd., for your Ford 10—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.E.15. [C1017/R]

R. OWLAND SMITH'S the Car Buyers.—Highest cash prices for Ford 10—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

£350 cash for best Prefect, 1950 onwards—Week-end, 69a, Melbourne Rd., High Wycombe, Bucks. [C1016]

FORD CONSUL

S. M. offer:—

1953 (April) Ford Consul, black, red leather, heater, radio; price, £785. Star Motors, Lower Henley Rd., Caversham, Reading. Tel. Reading 7275. [C129]

A. CRES offer:—

1952 Ford Consul, black with brown leather upholster, radio, heater, £650. [C2067]

A. CRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapton Park Rd., S.W.4. Tel. Maculay 2211-2. [C1002]

L. OUBIS & Co., offer:—

1952 Ford Consul, green, radio, heater, 19,000 miles; £655. Tel. Paddington 9196. [C2067]

H. W. MOTORS, Ltd., offer:—

1953 (Model) Ford Consul, finished green, beige leather, tan upholstery, 7,000 miles; £650. Tel. Reading 7275. [C2067]

W. WARWICK WRIGHT, Ltd., offer:—

1953 Ford Consul saloon, black, 8,000 miles; £695. [C2067]

W. WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

DAOENHAM MOTORS, Ltd., Ford main dealers.

1952 Ford Consul green, hide, radio, 16,000 miles; £675. [C2067]

1951 Ford Consul, beige, hide, radio, heater, 20,000 miles; £600. [C2067]

56 Park Lane, W.1 (Hyde Park 4866): 374, Ealing Rd. Alerton, Middx (Perivale 3388); and 6, 8 and 12, Saigley Rd., Cattford, S.E.6 (Hither Green 4821). [C1028]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Ford Zephyr, 2,000 miles only, black with red leather; £725. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. [C1057]

1953 Ford Zephyr, works mileage, leather, heater, 5 months' guarantee. [C1057]

R. IPOC, Ltd. (FORDS PURCHASED), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952 4. [C1028]

1953 Ford Zephyr, low mileage, many extras, as new; £750. [C1057]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames 2241. [C1057]

1951 (June) Zephyr, mist green and beige leather, 5 months' guarantee. [C1057]

GEE CARS, Ltd., 60-62 Queenstown Rd., S.W.6 Mac. 5363. [C1057]

1952 (Sept.) Ford Zephyr saloon, leather, heater, radio, 22,000 miles only, outstanding order, 5 months' guarantee. £695. [C1057]

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3, Finchley 6236 (5 lines). [C1061]

1953 Ford Zephyr, like new, radio, heater, leather, many extras; £745. Sidney Marcus, Ltd., 97 Fulham Rd., S.W.3. Kensington 4858. [C1056]

1953 (Sept.) Zephyr saloon, export model 3,500 miles, red leather, available late November, absolutely as new; £770. Elmsbridge 1753, or Box 1249. [C1057]

1953 (July) Ford Zephyr, 3,000 miles, black red leather, heater, taxed, as new; £765. Ruislip Motors, Ltd., West End Rd., Ruislip. Ruislip 4356. [C1057]

FORD CONSUL

NAYLOR & ROOT—1952 Ford Consul, due brief, radio, heater, low mileage, very attractive. £525. written guarantee, 25, East Hill, Chesham Junction, B.11. B.222. [C1022]

R. OYS offer 1952 Consul, radio, heater, taxed, low mileage, £635; h.p. and exchanges—Rois' Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C1059]

595—Ford Consul, 1952 saloon, pastel green, leather, radio, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tuned). [C1022]

1953 (May) Ford Consul saloon, genuine 9,000 miles only, one owner, finished grey, red leather, £641. Tel. 2301-2. Tudor 2301-2. [C1023]

FULL value paid for Consul or similar—54, Streatham Hill, S.W.2. Tulse Hill 2676. [C1026]

Ford Consul Cars Wanted

R. OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

FULL value paid for Consul or similar—54, Streatham Hill, S.W.2. Tulse Hill 2676. [C1026]

FORD ZEPHYR

W. HAROLD PERRY, Ltd., Invicta Works, 179, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. [C1022]

1951 (June) Ford Zephyr Six saloon, green leather, heater, radio and loose covers, immaculate, car; £735. [C1022]

This car is available for demonstration anywhere, any time; hire purchase terms can be arranged. [C1022]

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. [C1022]

CAR MART, Ltd.

1953 Ford Zephyr saloon, heater, 11,000 miles; £695. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1029]

GATEHOUSE offer:—

1952 Ford Zephyr saloon, green, radio, h.p., 10,000 miles only, one owner, spare unused, condition as new; £725. [C1022]

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

BRADSTOCK MOTORS offer:—

1951 (October) Zephyr saloon, metallic green, heater, radio, one owner, exceptionally well maintained car; 3 months' guarantee; £695. [C1022]

18 Berkeley St., W.1. Mayfair 6266. [C1022]

SERVICE Works & Stores, Barnsdale Yard, of Epsom, Epsom 5936. [C2010]

R. C. WIMBUSH Ltd., offer:—

1953 (October) Ford Zephyr saloon, heater, leather, works mileage. [C1022]

312 Earls Court Rd., S.W.5. Fremantle 6401. [C4056]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Zephyr, black hide, radio, 4,000; choice of three. [C2025]

1952 Ford Zephyr black, hide, radio, heater, £600. [C2026]

59 Park Lane, W.1 (Hyde Park 4866): 374, Ealing Rd., A. P. A. (Perivale 3388); and 6, 8 and 12, Saigley Rd., Cattford, S.E.6 (Hither Green 4821). [C1026]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Ford Zephyr, 2,000 miles only, black with red leather; £725. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Guildford 6297-8-9. [C1057]

1953 Ford Zephyr, works mileage, leather, heater, 5 months' guarantee. £695. [C1057]

GEE CARS, Ltd., 60-62 Queenstown Rd., S.W.6 Mac. 5363. [C1057]

1952 (Sept.) Ford Zephyr saloon, leather, heater, radio, 22,000 miles only, outstanding order, 5 months' guarantee. £695. [C1057]

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3, Finchley 6236 (5 lines). [C1061]

1953 (July) Ford Zephyr, 3,000 miles, black red leather, heater, taxed, as new; £765. Ruislip Motors, Ltd., West End Rd., Ruislip. Ruislip 4356. [C1057]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.,
ROOTES Group dealers

If you are interested in the purchase of a used Hillman Minx, we offer only specimen cars at moderate prices. Our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities. Send for our comprehensive Stock of all models 1946-52, from £590 to £650, trade enquiries welcomed—609, Kenton Rd., Harrow, Wardsorth 7605. [C1008]

W. J. BROWN, Ltd., established over 30 years.

1952 Hillman Minx saloon, 6,700 miles, blue, red leather, one owner; £615.

1950 Hillman Minx saloon, black, red leather, heater, loose covers, one owner; £495.

1947 Hillman Minx saloon, grey, blue upholstery, recon. engine; £525.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

DAGENHAM MOTORS, Ltd., offer the following cars.

1952 Hillman Phas V drop head coupe, green, 9,000; £645.

1952 Hillman Phas V saloon, maroon, 5,000; £655.

1951 Hillman Phas V saloon, black, 9,000; £595.

56 Park Lane, W.1. Hyde Park 4866, 374, Ealing Rd., Alperton, Middx. Perivale 3398 and 6,000, 12, Bangley Rd., Cattford, S.E.6. Hither Green 4821. [C1066]

PHENIX MOTOR COMPANY (SURREY), LIMITED, offer:

1952 (Mar.) Hillman Minx Mark V saloon, black, red interior, 20,000 miles, fitted overriders, for lamp and taxed, an outstanding bargain; £565, cars purchased.

PHENIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [S044]

1948 Hillman Minx Phase II saloon, guaranteed; £345, below.

1941 Hillman Minx saloon, guaranteed; £235; payments—Oldfield, 386, Kensington High St., W.14. Wes. 6551. [C3029]

1949 Phase III convertible, excellent condition, new hood; £455—Ph. 7500, 1503. [I482]

1949 Hillman Minx saloon, Mark III, excellent condition throughout; £425—Per. 7566. [I551]

HILLMAN d.h. coupe 1957-8, excellent performance; £190 or offer.—Tel. Ewell 7837 after 7 p.m. [I414]

1951 Minx, one owner, Rootes serviced, excellent condition; bargain; £540—Ruislip 6778. [I921]

GUY ALFREDS & Co., Ltd.—1949 Hillman Minx, fine specimen.—6-7, Warren St., W.1. Euston 3269. [C1005]

£125 1936 model Hillman Minx, mechanically sound; 83, Sudbury Court Drive, Wembly. [I568]

1937 Hillman 10 drop head coupe; £150.—A. Motors, Palmerston Rd., N.W.8. Mayfair 6723. [C1011]

1952 Hillman Minx drop head coupe, green, 10,000 miles, fitted heater, one owner, in excellent condition.

ESTACE WATKINS, Ltd., 12, Berkeley St., W.1. Eustace 9851, and 12, Chelsea Manor St., S.W.3. [Plaxton 6161].

1951 Hillman Minx Phase IV saloon, blue, heater; £520. Vandervells, 215, Haverstock Hill, N.W.5. Primrose 4441. [C4037]

1947 Hillman Minx saloon, in excellent condition; £315; no dealers—Robb, 8, Coptic St., W.C.1. [I574]

1952 (March) Hillman Minx saloon, black red interior, one owner, low mileage, in new condition throughout; £575.

COLIN DAWSON, Worle Rd., Wimbleton, London, C.19. Tel. Wimbleton 0195. 6. [C1054]

PHASE V Hillman Minx coupe, 19,000 miles, beautiful, many extras; £575.—T. Dunn, Ltd., 307, Euston Rd., N.W.1. Tel. Euston 3105. [I548]

1951 Hillman Minx saloon, black with brown leather, very well maintained; £545—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

1953 (May) Hillman Minx, golden sand, 3,000 miles, regularly serviced; £635; seek weekend.—Huntingdon, 6, Bourneway, Addlestone, Surrey. [I360]

1952 (August) Hillman Minx drop head coupe, black, with beige leather upholstery, fitted radio and heater, 10,000 miles, one owner, immaculate; £595.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004]

1951 Hillman Minx, one owner, immaculate throughout; £525; hire purchase and part exchange welcome.—Herbert & Mills, Church Rd., Middx. [C2035]

1948 Hillman Phase II fourseater coupe, recon. engine, blue, blue leather, taxed, excellent condition; £595.—"Maranac," Kittkats Rd., Canvey Island. [I028]

£250 1939 Hillman Minx drop head fourseater coupe, aero blue, spotless condition; £90 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C2024]

1942 Hillman Minx, not ex-W.D. saloon, black, brown leather, excellent condition throughout, guaranteed; £275—King's Motors, 1, High St., Bouniaw, Tel. 3533. [C2049]

1947 model Hillman Minx de luxe saloon, new engine, 7,000 miles, in excellent condition throughout; £315.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035/1]

XX LOOK £675 or near offer Minx coupe, first 1950 Nov., 1951, genuine 3,000 miles, unmarked, absolutely as new, tax-free year.—Wadham Garages, Ltd., Weston 8. Mare. Tel. 269. [I548]

WALTER SCOTT, Ltd.—1946 Hillman Minx saloon, black, brown leather, really exceptional, one owner; £345.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [C4009]

HILLMAN 10

CAMDEN MOTORS for Hillmans.—Phase II Minx saloon, 1949, 20,000 miles, interior change, attractive appearance, one owner only since new, moderate total mileage, unrepeatable value; £595.

CAMDEN MOTORS for Hillmans.—Twenty other saloons and drop leads available 1937; from 250 up to 2,000 miles, good and moderate.

CAMDEN MOTORS for Hillmans. Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1950—51 (November, 1950) Minx coupe, 20,000 miles, one owner, regularly serviced by Hillman dealers; £475.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431. [C3011]

£245 1936 Hillman Minx de luxe saloon, authentic 20,000 miles since new; probably no other so little used in existence; original tyres not half worn, terms, exchanges.—Cardinal Motors, Hythe Bridge St., Oxford 4344. [I401]

495 saloon, Cambridge blue, leather, heater, excellent condition; terms, exchanges; list; open 9-35 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

HILLMAN 16

ROY'S offer a 1937 Hillman 16 saloon which you will be proud to own; £175, h.p. and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C1059]

HILLMAN 20

ROY'S offer a 1937 Hillman 20 limousine, black, forward occasions, beautiful condition; £200.—Davies, Gestview, Morfachyan, Portmadoc, Caerns. [I377]

Hillman Car Wanted

C M THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3454. [I0671/R]

R S OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Hillman—Hampstead (Tube). [W4018/R]

R Rootes, Ltd.

R Distributors.

R REQUIRE modern low-mileage Hillman cars.—BIRMINGHAM—Lower Temple St. (Central 8411).

M MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

M MAIDSTONE.—(Maidstone 3355.)

C ANTURSBURY.—(Canterbury 3252.)

R ROCHESTER.—(Chatham 2231.)

W WROTHAM Heath.—(Borough Green 4.)

R COOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [I0106/R]

F ULL value paid for Hillman or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [I3016/R]

P RIVATLY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [I3037]

CASH available for good Hillman.—Details, please, to H. Edwards, 208, Great Portland St., London W.1. Tel. Langham 0012. [I2003]

B RIMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [I0088/R]

N OTTINGHAMSHIRE distributors Humber, Hillman, etc., always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Crisp & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [I0532/R]

Hillman Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-8, King St., W.6. Riv. 3665. [I0224]

L ONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped workshop servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.10. Renown 1183. [I0676/R]

R HISPANO—For full stocks of spares and genuine parts for Hillman owners come to Albion's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleswell 1285. [I0438/R]

Hispano Spares and Service

HIEPANO spares and all repairs.—G. Brand, 47, Tamworth Rd., Croydon, Croy. 1742. [I7544]

HOTCHKISS

M ETCALFE & MUNDY, Ltd.

A MOST attractive Hotchkiss 4-door saloon, actual 1950 show car, immaculate black coachwork, red hide upholstery, Cotal gearbox, 31,000 miles, fantastic performance; £695.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C5064]

A CLAND & Tabor, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2.5. offer:—

1950 Hotchkiss 3/4-litre saloon, actual show model, finished black, with grey leather upholstery. Cotal electric gear box, very fast, in really superb condition; £875. [C1030]

£250—1939 Hotchkiss 10hp 2-door sports saloon; £90 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1028]

1938 W. H. Arthur & Co., Ltd., Station Garage, Billesley. Tel. 110. [I358]

HOTCHKISS

1938 Hotchkiss fourseater drop head, immaculate; £306. Clarendon Cars, London, Ltd., 237, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050]

Hotchkiss Cars Wanted

R EQUIRED, good used Hotchkiss.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

H.R.G.

H.R.G. ENGINEERING Co., Ltd., for maker's spares, repairs and service; works reconditioned cars also available.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [I2076]

H.R.G. Cars Wanted

R EQUIRED, good used H.R.G.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

R OWLAND SMITH'S, The Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SPARE parts

SERVICE: Barnsdales Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [I0594/R]

HUDSON

DICKS.

1947 Hudson Commodore saloon, right-hand drive, innumerable extras, radio, heater, whitewall tyres, loose covers, etc.; £595.—Below.

1939 Hudson 22hp drop head, supercharged, gear change. [C1072]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9.

1939 Hudson 22hp de luxe saloon, really exceptional condition; £555.—Jacquier, Ltd., 225-7, Ham-merman Rd., W.6. Riverside 6677-8. [C2043]

1939 Hudson 22hp saloon, hide upholstery, beautiful condition; £165. Ellis 2, Victoria St., St. Stephen Hill, Bristol. Tel. 52235 before 8 p.m. [I1557]

1938 Hudson de luxe saloon, immaculate coach-work, black, black with leather upholstery, engine overhauled, fitted new pistons, valves, etc.; £245. Stag Cottage, Peppard, Oxon. Tel. Checkendon 535. [I1557]

Hudson Spares and Service

MANCHESTER—Hudson spares and repairers

A FREEMAN, Ltd., Grosvenor Garage, Burnage, Lancs. 19, Rus. 2874-5. [I0861/R]

MANCHESTER—Distributors of Hudson cars; James 4361/7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 15. [I0516/R]

SPIKES (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number; 35-101. Headstone, Twickenham. Tel. Pokesgrove 1035-6-7. Telegrams: Spikes Twickenham. [I0568/R]

Humber

TOM GARNER, Ltd., offer:

1952 Humber Hawk Mark IV saloon, green with fawn leather, heater, radio, £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2060]

B. J. HUNTER, Ltd., offer:

1951 Humber Imperial saloon, one owner, £950. [I1551]

1951 Humber Hawk saloon, full de luxe, showroom condition throughout; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

SWANMORE GARAGE offer:

1952 Humber Super Snipe; £895.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Foscambie, Bournemouth. Tel. Southbourne 43344. [C4024]

H. A. SAUNDERS, Ltd., offer:

1952 Humber Super Snipe touring limousine, black with beige upholstery, heater, recorded mileage 11,880; £825.

836—842, High Rd., N.12, Hillside 5272 (8 lines). [C2027]

METROPOLITAN MOTORS offer:

1951 Humber Hawk, heater, radio, loose covers, small mileage; £725. [C2028]—Metropolitan Motors, Horn Lane, Acton, W.S. Acorn 5064. [I1329]

WARWICK WRIGHT, Ltd., offer:

1951 Humber Hawk saloon, heater, black, 16,000 miles; £695.

1952 Humber Hawk saloon, heater, black, 8,000 miles; £725.

1953 Humber Hawk saloon, heater, green, 6,000 miles; £695.

1950 Humber Super Snipe saloon, black, 37,000 miles; £695.

1953 Humber Super Snipe saloon, gun grey, 2,000 miles; £695.

1951 Humber Hawk saloon, black, 11,450. [C2045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C2045]

GUY SALMON AUTOMOBILES offer:

1953 Humber Hawk saloon, black/red leather, 16,000 miles, immaculate; £850. Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

CYRIL SHEPPARD OF READING offer:

1950 Humber Super Snipe, black/brown leather, spotless throughout; £625. Sheppards Hill, London Rd., Reading. Sonning 2345-6. [C4006]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.
ROOTES Group dealers.

If you are interested in the purchase of a used Humber, we offer only specimens cars at moderate prices. Our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities. We hold comprehensive stocks of Hawks, Snipes and Pullmans from £650 to £1,550; trade enquiries welcomed.—609, Kenton Rd., Harrow. Wordsworth 7805. (C1009)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

ROOTES Group Dealers, offer:—

HUMBER Pullman 7-passenger limousine, 1952 series, chauffeur kept, black and chrome finish, leather front, cloth rear, many extras, one meticulous owner, mileage 18,000; this car is absolutely unmarked and as new. £1,275.

MARLBOROUGH WORKS, Kenton. Tel. Wodsworth 7805 (5 lines). (C1008/1)

BERKELEY SQUARE HOUSE GARAGE, Ltd. offer:

1940 Humber 20 Sportsman saloon, immaculate condition, one owner. £220. Berkeley Square 4343. (1505)

1952 Humber Super Snipe saloon, 12,000 miles.

1952 Humber Imperial 7-seater saloon, 10,000 miles. £1,295. British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (C1027)

1949 Humber Super Snipe, grey grey leather. £655. Odeon Motors Ltd., Barnet 9144. (C3028)

1953 Super Snipe, 4,000 miles, radio, covers. £1,195. Mansfield Autos, Ltd., Euston 2587. (C3001)

£120!! Humber Snipe, 1937, exceptional condition, taxed.—80, Plymouth Place, Luton 1142. (1442)

SUPER Snipe 1950, radio, heater, taxed. £535. ex-change coupe. 45, Shirehall Park, N.W.4. Hendon 1335. (1335)

1953 (October) Humber Hawk saloon, works mileage, virtually new, immediate delivery under 1st price.

1953 Humber 20, 16, Albemarle St., London, W.1. Hyde Park 2952/4. (C3052)

1953 Super Snipe, 200 miles. £1,275. Cisport's Cars (London), Ltd., 37, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

1953 Humber Hawk saloon, heater, 4,000 miles. £935. Gordon Cars (London), Ltd., 573, Euston Rd., London, N.W.1. Eus. 6611. (C2023)

JULY, 1953. Humber Hawk, 3,000 miles only, black with red leather. £995. Blue Star Garage, 617, Finchley Rd., N.W.3. (Ham 2254). (1514)

£495—1948 Hawk, 23,000 miles, one owner, unmarked.—G. M. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2031)

1939 reg. 1947 Humber 10hp 4-door saloon, ideal family car; £245; good bargain.—46, Matlock Way, New Malden, Surrey. Malden 4779. (1364)

NEW Humber Hawk, unregistered, black/red, at new list price.—Gordon White & Co., Ltd., Gerrards Cross 2077. (1589)

1949 Super Snipe, Mark II, excellent example in all respects. £525. Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (C5043)

1950 Humber Super Snipe saloon, black with brown leather, chauffeur kept. £995. Stratton, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

1948 Humber Hawk with export licence, English assembled, excellent condition; seen Dublin. £250. Box 6260, Eason's Advertising Service, Dublin. (1261)

£125—1937 Humber 27hp saloon, clean, black leather, front half hide interior, 250 down.—London Motors, 180-194, West End Lane, N.W.6. Hammersmith 6490.

1949 Humber Pullman 7-passenger limousine, black with cloth to rear, very well maintained. £920. Stratton, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

INCREDIBLE opportunity!!! 1948 (Nov.) Humber Snipe 18hp saloon, excellent chassis, radio, bargain offer £350!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mat. 4723. (C1011)

1952 (July) Humber Super Snipe saloon, heater, etc., 5,500 miles only. £925. Green & Sons, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. (C2028)

1952 Humber Hawk saloon, black with red leather, one owner, low mileage, very carefully used, in new condition. £795. Herbert Robinson, Ltd., Cambridge. Tel. 4461. (C3053)

1952 Humber Hawk saloon, radio, heater, 9,000 miles, almost unmarked, one owner. £795. Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

SUPER Snipe Mk III 1949, gunmetal grey, total registered mileage 13,700, one private owner, fine weather only, virtually original condition; £600. Tel. Kingston 0681. (1319)

1953 Humber Super Snipe, first registered 16/53, radio and heater, Rimbells, mileage 5,000.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M.C.R. 19, Rus. 2874. (1391)

1952 Super Snipe, black with red upholstery, mileage 8,500, fitted heater; an immaculate car. £785. Lindsay Bros. Ltd., 925, High Rd., North Finchley. N.12. Tel. Hillside 2215. (1357)

NAYLOR & ROOT—1951 Humber Hawk 14 saloon, suede green, brown hide, sun roof, heater, low mileage; £675, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3023)

1952 Humber Super Snipe, black with beige upholstery, low mileage, one owner, driver fitted heater, showroom condition, seen by appointment.—1, C. Miller, 21, Kings Rd., Reading. Tel. Reading 2582. (1319)

HUMBER

1952 Humber Hawk saloon, black with brown leather upholstery, fitted radio, heater, low mileage, one owner, in magnificent condition throughout, choice of 2 from £795.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. (C5004)

1950 (March) Super Snipe, in metallic grey with leather upholstery, heater, etc., one owner, low mileage, taxed December. £575. Kingston Garage, 70, Ennismore Gardens, S.W.7. Kenilworth 6726. (1489)

1952 Humber Super Snipe saloon, grey with grey leather, taxed, heater, one owner only, 16,000 miles, immaculate condition. £795. R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maidenhead 3431-2. (C5011)

1946 Snipe saloon, sun roof, black with brown leather, 2 spot lights, etc., one owner, excellent condition, taxed. £225. hire purchase, part exchange arranged.—Economy Car Service, Rickmansworth 5526. (1147)

1952 Humber Super Snipe saloon, grey with grey leather, taxed, heater, one owner only, 16,000 miles, immaculate condition. £795. R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maidenhead 3431-2. (C5011)

1946 Snipe saloon, sun roof, black with brown leather, taxed, heater, one owner only, 16,000 miles, immaculate condition. £795. R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maidenhead 3431-2. (C5011)

1952 Humber Super Snipe saloon, grey with grey leather, taxed, heater, one owner only, 16,000 miles, immaculate condition. £795. R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maidenhead 3431-2. (C5011)

1952 Humber Super Snipe saloon, grey with grey leather, taxed, heater, one owner only, 16,000 miles, immaculate condition. £795. R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maidenhead 3431-2. (C5011)

1950 (March) Super Snipe, in metallic grey with leather upholstery, heater, etc., one owner, low mileage, taxed December. £575. hire purchase, part exchange arranged.—Economy Car Service, Rickmansworth 5526. (1489)

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Number Cars Wanted

CASH immediately for good Humber.—Details, please, to H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (1489)

BIRMINGHAM and Midlands—Low mileage. Humber 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (1489)

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.

—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. (1489)

7-PASSENGER 1946 48/50/52 Limousines and Imperial Saloons, also private 1958-59 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (1489)

Number Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 5657. See advt under Parts & Accessories.

10598-R

JAGUAR

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors

ELECTION of all models at attractive prices

DEVONSHIRE House, Piccadilly, W.1 (Grosvenor 2287)

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CAMDEN TOWN SERVICE STATION (Gulliver 4101)

HENLYS, Ltd. England's Leading Motor Agents (1487-R)

CAR MART, Ltd.

1949 (50) Jaguar 5½-litre Mark V saloon, radio, heater, 32,000 miles. £650. Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. (C1039)

A CRES offer:—

1951 XK120 pillarbox red, 16,000 miles only never been raced; £1,000.

A CRES AUTOS, Ltd., 10 and 11, Ascot Parade, Chiswick Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

L. F. WARD, Ltd.

XK120 black, red upholstery, stage 11 tuned.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath, Tel. Thornton Heath 5347. London office: Mayfair 0146. (C4045)

GATEHOUSE offer:—

1950 Jaguar Mk. V saloon, green, radio, etc. excellent example of this type of car, bargain.

£765. GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

H. W. MOTORS, Ltd. offer:—

1952 (model) Jaguar Mark VII saloon. Finished metallic light blue, grey leather upholstery.

outstanding condition, nominal mileage; £1,275. H. W. Motors, Ltd., Walton on Thames 2404-5-6. (C2042)

SWANMORE GARAGE, offer:—

1938 Jaguar 2½ saloon; £335.

1939 Jaguar 3½ saloon; £335.

1952 Jaguar Mark VII saloon; £1,595.

EXCHANGER or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. (C4024)

B. J. HUNTER, Ltd., offer:—

1950 Jaguar XK120, low mileage, positively as new, maintained regardless; £895.

1950 (model) Jaguar 5½-litre Mark V saloon, fast and attractive car; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

C. SMITH & YOUNG, Ltd. offer:—

1949 Mark V saloon moderate mileage, exceptionally clean, grey. £695-65-69. Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Tulse Hill 6464. (C1037)

R. C. WIMBUSH, Ltd. offer:—

1951 Jaguar 3½-litre Mark V drop head coupe, radio, 22,000 miles; £260.

312, Earls Court Rd., S.W.5. Fremantle 8401. (C4056)

GLANFIELD LAWRENCE offer:—

1950 Jaguar 2½-litre Mark V saloon. Black one owner, 25,000 miles, radio and heater, superb throughout; £845-407. High Rd., M.12. Finchley 0071. (C1039)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

PHILIP RICKARDS, Ltd., offer:

1949 Jaguar $\frac{3}{4}$ -litre saloon, grey, excellent condition, part exchanges, deferred terms.—3, Brick St., Park Lane, London, W.1. Grosvenor 4772. [C305]**GUY SALMON AUTOMOBILES**, offer:**1953** (June) XK120 sports 2-seater, grey cherry red leather, H.M.V. radio, 16,000 miles, virtually a brand new car at a saving of approximately £200. £1,475. [C305]**1951** Jaguar $\frac{3}{4}$ -litre Mark V saloon, metallic grey/grey leather, 22,000 miles, faultless condition throughout. £959. [C305]**1948** Jaguar $\frac{3}{4}$ -litre four-seater drop head coupe 20,000 miles, radio and heater, faultless and original condition throughout. £695. Portsmouth Rd., Thames Ditton, Emberbrook 5551-2. [C400]**W. J. BROWN**, Ltd., established over 30 years.**1953** Mark VII Jaguar saloon, 7,500 miles, grey, red leather, heater, one owner, immaculate. £1,505. Finchley Rd., N.W.3. Hampstead 4414. [C1025]**COOMBS & SONS (GUILDFORD)**, Ltd., offer:**1951** Jaguar XK120, grey and beige leather, all modifications, wire wheels, racing seats and screens, spare rear axle, one of the fastest models in the country. £1,200. [C1025]**1947** Jaguar $\frac{3}{4}$ -litre, black with brown leather, discs, heater, etc. £475. [C1025]**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1025]**XK120** £695. Below.**XK120** £695. Below.**1947** Jaguar 1½-litre S.E. saloon, silver grey, A.C. discs, etc., delightful. £525. [C1025]**1948** Jaguar 2½-litre d/h coupe, ivory, magnificent specimen, radio, discs, written guarantee. £545. London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [C2025]**1946** 1½-litre Jaguar saloon, black, radio, heater, £475. Tel. Downland 609. [C1025]**BEARDS OF KINSTON**, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kington, Tel. Kin. 5348. [C1025]**1953** (October) Mark VII Jaguar, offers over £1,850. Primrose 5555 after 6.30 evenings. [C1025]**JAGUAR** Mark V $\frac{3}{4}$ -litre 1949, 19,000 mileage, £750 or nearest offer.—The Glade, Watford Rd., Northwood. [C1025]**£295** 2½-litre Jaguar, saloon, excellent throughout—Harper Motors, Station Rd., Chertsey, Tel. 2097. [C1025]**SALVAGE** 1946 1½-litre Jaguar, burnt out interior, partly restored, and most parts to complete; £160. —Pal. 9624. [C1025]**£198** 1947 1½-litre 4-door saloon, exceptionally good mechanically and appearance; many others. [C1025]**MASTERS**, 1, Clarenceon Rd., Holland Park, London, W.11. Tel. 5066-7. (50 yds. Holland Park Tunnel.) Exchanges, h.p. [C1025]**CAB'S MOTOR MART**—1948 Jaguar 1½-litre S.E. saloon, black, unblemished; £595; written guarantee—5, Warren St., W.1. Euston 3525. [C1040]**JAGUAR** S.E. 100, 2-seater sports, colour yellow, excellent mechanical condition and impressive appearance; £425. Box 1221. [C1040]**1952** Jaguar 1½-litre, as new; £1,450. [C2028]**1939** Jaguar 1½-litre saloon, reconditioned black, new carpets, excellent mechanical condition, guaranteed. £290. Below. [C2028]**1938** (July) 1½-litre Jaguar in really outstanding condition, looks equal to 1946 model, engine overhauled in our workshop, guaranteed; £265. Kirkdale Cars, 519a, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2028]**1947** Jaguar 1½-litre, as new; £545; exchange terms arranged.—King's Autos, 725.7, High Rd., Seven Kings, Tel. Seven Kings 5556. [C2042]**£777** 1950 Mark V Jaguar with spotless bodywork, magnificent chassis and beautiful interior; absolutely genuine bargain.—Below. [C2042]**£435** 1947 1½-litre Jaguar $\frac{3}{4}$ -litre de luxe saloon, fully equipped and in an new condition; 3 months guarantee; hire purchase, exchange. £435. [C2042]**L. M. S.** Finchley 6221. (East Finchley Underground.) [C2052]**395s.**—Jaguar, September, 1947, 1½-litre saloon, 395s. sliding head, leather, heater, excellent condition; terms, exchange.—Howland Smith, below. [C2052]**295s.**—Jaguar 1938 1½-litre four-seater drop head coupe, excellent condition; terms, exchanges.—Howland Smith, below. [C2052]**175s.**—Jaguar, November, 1937, 2½-litre saloon, 175s. sliding head, leather, heater, very good condition; choice of 7 Jaguars; terms, exchanges, list; open 9-7 week-days and Saturdays.—Howland Smith, Hampstead (Hampton) 6041. [C4018]**JAGUAR** 1946 Mark V saloon, mileage 35,000, original director's car, carefully driven, best offer over £475, seen Harrow area.—Tel. Byr. 1556 or Gla 6444. [C2052]**1947** Jaguar 1½-litre saloon, black with red leather, excellent condition, taxed year; £495. —L. P. Dove, Ltd., Guildford Rd., Woking. Tel. 1228. [C1078]**XK120** 1952 (April) modified C specification, £1,250.—College Motors, Ltd., Bristol 24041. [C1056]**D**EFINITELY the most attractive XK120 Jaguar on the market. Apply for full details to—D. M. Motley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4498. [C3056]**1951** Mk. V Jaguar, birch grey, perfect condition, loose covers, low mileage, one owner, chauffeur driven; £825. 20, Village Way, S.E.21. Gip. 1976. [C1056]

JAGUAR

AUTOMOBILIA, Ltd.—beautiful post-war Jaguar 3½-litre saloon, colour black, brown upholstery, 25,000 miles only, unmarked; £475.—Pippbrook Garage, Horning 5891. [C1052]**JAGUAR** Mark VII perfect condition, one owner, 10,000 miles, grey, heater, radio, 8:1 compression—Feast White Spunner, 640, London Rd., Isleworth, London, £1,275. [C1052]**£275** or near offer.—Jaguar 1½-litre November 1952, 49,000 black saloon, excellent appearance and mechanical condition, owner going overseas. Tel. Uplands 4541. [C1052]**1½** Jaguar 1947 model, 35,000 miles, grey, excellent mechanically, perfect appearance; £475.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. [C1052]**1953** (July) XK120 hard top coupe, one owner, 4,500 miles, numerous extras, literally as new; £1,575.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C1052]**W**. J. BROWN, Ltd., established over 30 years.**1953** Mark VII Jaguar saloon, 7,500 miles, grey, red leather, heater, one owner, immaculate. £1,505. [C1045]**339** Finchley Rd., N.W.3. Hampstead 4414. [C1025]**COOMBS & SONS (GUILDFORD)**, Ltd., offer:**1951** Jaguar XK120, grey and beige leather, all modifications, wire wheels, racing seats and screens, spare rear axle, one of the fastest models in the country. £1,200. [C1025]**1947** Jaguar 1½-litre, black with brown leather, discs, heater, etc. £475. [C1025]**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1025]**XK120** £695. Below.**1951** Jaguar 1½-litre, silver grey, A.C. discs, etc., delightful. £525. [C1025]**1948** Jaguar 2½-litre d/h coupe, ivory, magnificent specimen, radio, discs, written guarantee. £545. London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [C2025]**1949** Jaguar 3½-litre, black with brown upholstery, radio, heater, immaculate condition, 21,000 miles.—A. Carr & Son, Corbridge-on-Tyne Tel. Corbridge 81. [C1045]**1952** (October) Mark VII, grey, red upholstery, immaculate condition, 8,000 miles only; many extras; £1,550 or near offer.—Fry, High Barn, Clare Hill, Esher. Tel. Claygate 3616. [C1052]**1953** (Oct.) XK120 drop head coupe, delivery miles only, believed to be the one of its kind available in the country, black, tan leather, heater, winking lights, screen washers, very magnificent. £2,000. Leamington Rd., Coventry. Tel. Coventry 68223. [C1074]**1953** Jaguar XK120, genuine mileage 650, equipped with super sports modifications including wire wheels, part exchange, cash adjustment either way for 2½-litre Lagonda, Bristol or similar.—Russe, 18, Queen's Rd., Watford. Tel. 5201. [C2017]**1953** Jaguar 2½-litre sports saloon, in really excellent condition, £165 or £65 deposit, balance over 12 months; exchanges, insurance, 50 cars always available to buy, sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C1052]**F**OR sale—1951 XK120 Jaguar, painted grey with 14,000 miles; car returned to Jaguar works at 10,000 miles for new piston rings, and general overhaul. original tyres, heater, spot-light, seat covers; £1,500.—J. D. Burrows, Saffron Works, Saffron Lane Leicester. [C1052]**JAGUAR** 2½-litre competition model, 1937-8, a most outstanding example, original condition, 27,000 miles, which we believe to be accurate, finish red leather, stoneguards, pass lights, aero screen and many other extras; £445.—Dennis J. Hands Car Sales Service, 271, Oxford Rd., Reading. Tel. Reading 3001. Exchanges and terms.

JAGUAR

1948 3½-litre Jaguar, green, 39,000 miles, air conditioning, heater, demister, etc., full travel kit, first-class condition; £525.—West Side Garages, El. West Side, Clapham Common, S.W.4. Batt. 2685. [C1052]**1953** (Oct.) XK120 drop head coupe, delivery miles only, believed to be the one of its kind available in the country, black, tan leather, heater, winking lights, screen washers, very magnificent. £2,000. Leamington Rd., Coventry. Tel. Coventry 68223. [C1074]**1953** Jaguar XK120, genuine mileage 650, equipped with super sports modifications including wire wheels, part exchange, cash adjustment either way for 2½-litre Lagonda, Bristol or similar.—Russe, 18, Queen's Rd., Watford. Tel. 5201. [C2017]**1937** Jaguar 2½-litre sports saloon, in really excellent condition, £165 or £65 deposit, balance over 12 months; exchanges, insurance, 50 cars always available to buy, sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C1052]**F**or sale—1951 XK120 Jaguar, painted grey with 14,000 miles; car returned to Jaguar works at 10,000 miles for new piston rings, and general overhaul. original tyres, heater, spot-light, seat covers; £1,500.—J. D. Burrows, Saffron Works, Saffron Lane Leicester. [C1052]**JAGUAR** 2½-litre competition model, 1937-8, a most outstanding example, original condition, 27,000 miles, which we believe to be accurate, finish red leather, stoneguards, pass lights, aero screen and many other extras; £445.—Dennis J. Hands Car Sales Service, 271, Oxford Rd., Reading. Tel. Reading 3001. Exchanges and terms.

Jaguar Cars Wanted

CHESTER, THE CAR MART, Ltd., wish to purchase Jaguar cars.**R**—150 Park Lane, W.1. Grosvenor 5434. [C1075]**R**OWLAND SMITH'S, The Car Buyers—Highest cash prices for Jaguar.—Hampstead 1-2000. N.W.3. Ham. 6041. [W4018]**COOMBS & SONS (GUILDFORD)**, Ltd.,**URGENTLY** wanted good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [C2034]**SAUL & SLATTER**, Ltd., 44-46, Aldermans Hill, N.15.**M**AIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002]**F**ULL value paid for Jaguar or similar.—54, Streatham Hill, S.W.2. Tel. 2676. [C1052]**XK120** wanted in good condition for cash.—Valentine 4674 after 6 p.m. [C2018]**M**ARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [C1052]**E**XCHANGE 1950 Sheerline, as new, with cash adjustment for XK120. Tel. Birmingham 3000. [C1052]**PERFORMANCE CARS** urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041]**RICHARD & CARR** buy XK120, Mark V and Mark VII.—35 Kinnerton St., London, S.W.1. Sloane 5424. [C1045]**CASH** immediately for good Jaguar.—Details, please, to H. F. Edwards, 202, Great Portland St., London, W.1. Tel. Langham 0012. [C1052]**1946** 49 1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [C2057]**WT** exchange 100mph Invicta 4½-litre no dealers.—Full details to 17, Hamilton Close, London, N.W.8. [C1049]**R. F. POWELL MOTORS**, Ltd., East London area dealers.—Good used, Jaguar cars required.—321, Romford Rd., Forest Gate E.7. Maryland 4818. [C1043]**Jaguar Spares and Service****H**ENLYS, Ltd.,**ENGLAND'S** Largest Jaguar Service Station.**G**REAT West Rd., Brentford. (Ealing 3477).**S**PARES and replacement engines for all models from 1938.**A**ND at Manchester, Cheetham Hill Rd., Deansgate E.216-7.**Q**UICK completion of repairs**10563 R****SAUL & SLATTER**, Ltd., 44-46, Aldermans Hill, N.15.**FULL** stock of spares. Jaguar repairs and maintenance.—Service Station, Green Lanes, N.15. Palmers Green 3631-2-3. [C10402 R]**PEERLESS MOTORS**, Ltd., main dealers for Bucking-hamshire—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [C10430 R]**R. F. POWELL MOTORS**, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate E.7. Maryland 4818. [C10435 R]**L**EONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Parkers Building, Great West Rd., Brentford, Middlesex. Ealing 3400. [C1028 R]**L**ANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Shawgate, Bolton, Tel. 4080. Deansgate, Manchester, Tel. Deansgate 4507. [C1039 R]**WEMBLEY COURT MOTORS SERVICE STATION**—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-3. [C1071 R]**WEMBLEY COURT MOTORS SERVICE STATION**—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-3. [C1071 R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JEEP

JEEPS, private or commercial, all spares, return post, —Wick Autos, Hampton Wick, Kin 4718. (0820) R £120 buys a special bargain.—See Metamet, famous for 12 conversions.—968, Belize Lane, N.W.3, Hampstead 8231. (0527) R

JEEPS—Britain's leading Jeep specialists, all spares in stock, import direct, rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunbury, W.4. Chiswick 3013/0621. (0241) R

JEEPS!!! Several first-class Willys and Ford Jeeps for sale, also comprehensively stock of spares.—Automobile, Ltd., Winchester. Tel. 4634. (C1010)

REBUILT Jeeps (full guarantee equivalent to a R maker's), own vehicle taken part exchange, H.P. terms available.—Mansell & Fisher (see Jeep Spares below).

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export, all spares stocked, exchange plan, engine, gear box, water pump, etc., new goods, gaskets sets, brake linings, etc.—M.331-553, Hough Rd., Chiswick, London, W.4. Chiswick 1219. (0525)

Jeeps Wanted
R OLAND SMITH'S, the Car Buyers—Highest cash prices for Jeep.—Hampstead (Tube), N.W.3. (W4018) R

Jeep Spares and Services
JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan, all units—M.261-281, Platine Rd., Cadogan Lane, London, S.W.1. (S586)

JENSEN

BROOKLANDS: Individuality, new and used cars.

NEW Jensen Interceptor saloon available.

BUY or sell your car at
103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

JOWETT

WM WELBECK MOTORS, Ltd., proudly offer:—

1953 (July) Javelin standard saloon in black with brown leather, mileage 2,000, absolutely indistinguishable from new; same-as-maker's guarantee; £795. (£115 under cost).

WELECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines).

DICKS. 1953 Jowett Jupiter coupe, shop soiled, works delivery mileage only; choice of two; £650.

1952 Jowett Jupiter coup; positively as new; £725. Below.

1950 Javelin saloon de luxe, very superior condition; £775.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

C. OF P. CLARKE'S OF PIRBRIGHT.
THE Jowett centre of the south.

DISTRIBUTORS.

NEW and used Javelins.

DELIVERY from stock:—

1952 Jupiter, one owner, British Racing Green, supplied and maintained by us, carefully used and in remarkable condition; £585.

1952 Javelin de luxe saloon, black with beige leather, replacement engine now being fitted; £545.

All used Javelins are reconditioned.

DAY and night service in Guildford, Woking and Aldershot area.

SALES staff available at all times.

PIRBRIGHT, Surrey.

BROOKWOOD 2201-2. (C1040)

CAR MART, Ltd.

1953 Jowett Javelin de luxe saloon, heater, 11,000 miles, £1,125. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1059)

HA SAUNDERS, Ltd., offer:—

1950 Javelin de luxe saloon, black with brown upholstery, heater, recorded mileage 21,200; £595.

836—342, High Rd., N.12. Hillside 5272 (8 lines).

MAYFAIR COUNTRY CARS offer:

1952 Jupiter in superb condition; £695.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. (C5905)

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1953 (July) Javelin de luxe saloon, 1,800 miles; £665.

1950 Javelin de luxe saloon, one owner, Series III engine; £600.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1018)

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1949 Jowett Javelin, one owner, fitted H.M.V. wireless, heater and accessories, excellent condition; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1631. (C4009)

FARHMAN & SONS, Ltd., East Surrey Distributors

1953 Jupiter Mk. I, scarlet, unregistered, shop soiled, bargain £850; also new Javelin de luxe saloons in stock; complete spares stocks.—Hornby, Surrey. Tel. Horley 17. (0861) R

JOWETT

1951 (Nov.) Javelin de luxe saloon, black brown leather; £675.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin 2241. (C4053)

JOWETT and Javelin agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines).

£485—1949 Jowett Javelin de luxe, black with brown leather, heater and radio, modified engine.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

1953 Jupiter 5-seater convertible, 230 miles only, fully guaranteed; £850.—Below.

1953 Javelin saloon, 212 miles only, in new unblemished condition, fully guaranteed; £897.—H. A. Saunders, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4040)

GODFREYS, Ltd., Jowett main agents, specialised service, spares, repairs and new and used sales, factory trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon, Croydon 3641-2. (0465) R

1952 Jowett Javelin de luxe saloon, maroon, beige leather, low mileage; £722. Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777). (C1952)

1949 (October) Javelin, green, recent series III eng. no. heater, many extras; £755.—Ring Manchester Pendleton 5799 (evenings).

1938 Jowett 8 saloon; £195; exchange, terms arranged.—King's Autos, 725 7, High Rd., Seven Kings, Tel. Seven Kings 5366. (C2049)

JAVELIN de luxe saloon, 1952, black/brown hide, in beautiful condition, one owner, 9,000 miles; £720. also £670.

1952 Javelin standard saloon, unmarked, black/brown hide, £670.

BOTH with usual first-class Javelin performance.—Gordon White & Co., Ltd., Gerrards Cross 2077. (C1958)

1950 Javelin, colour beige with red upholstery, 17,000 miles; £550. John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. (C1040)

1951 Jowett Javelin, colour beige with red upholstery, 17,000 miles; £550. John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. (C1040)

JOWETT Javelin, colour beige with red upholstery, 17,000 miles; £550. John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. (C1040)

1950 Javelin, colour beige with red upholstery, 17,000 miles; £550. John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. (C1040)

1952 (first reg. March 1953) Javelin saloon, blue leather, heater, unblemished condition; 26,000 miles; £485. written guarantee—S. Warren, St. W.1. Euston 4110. (C1952)

COOTER & GREEN, Jowett Main Agents. Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 465, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. (C1022 R)

JOWETT Javelin, Jupiter and Bradford—Full range of new and guaranteed used models on view at Jowett Sales, 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). Gordon Cars (London), Ltd., the London Distributors. (C1034)

Jowett Cars Wanted

C
MTHE CAR MART, Ltd., wish to purchase Jowett cars—320, Euston Rd., N.W.1. Euston 1212. (C1074 R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. (W4018) R

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 3991. Largest Jowett stockists in the country would very much like to buy your Javelin if it is quite perfect and exceptional for its year. (W4049)

DICKS. the Jowett agents.

FOR immediate purchase of your Jowett.

DICKS CAR SALES, Ltd., 785-801, High Rd., Kilburn, Maida Vale 6888-9. (W1072)

JUPITER in good condition for cash—Tel. Valentine 4674 after 6 p.m.

JAVELIN and Jupiter wanted—Richards & Carr, 55 Kinnerton St., London, S.W.1. Sloane 5424. (W1073)

Jowett Spares and Services

COLLIVER-FISHER, Ltd., unparisued service spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines).

BIRMINGHAM main agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Denot, Steward St., Birmingham, 13. Edg. 0916. (C549)

KINGSTON-ON-THE-THAMES.—Distributors for Jowett all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park and #3, Eden St., Kingston, Kin 2241-2. (C1055) R

BUNTINGS MOTOR EXCHANGE offer unrivalled selection of spares and repairs for Jowett cars Bradford and pre-war Jowetts.—Bonnefield Lane, Harrow. Tel. 6225-6. (C1073) R

A V. MOTORS, Ltd., Park Rd., Teddington Middlesex. Tel. Kingston 0710. The Jowett specialists and spares agents, over 28 years' Jowett experience and service.

MOTORING to London? Bring your Jowett to the West End service centre for "Energol B." Lubrication, repairs, spares.—Wimbush's (Estd. 1760), Headfort Place, Hyde Park Corner, S.W.1. Sloane 0151. (C1017 R)

FARHMAN & SONS, Ltd., East Surrey Distributors

1953 Jupiter Mk. I, scarlet, unregistered, shop soiled, bargain £850; also new Javelin de

luxury saloons in stock; complete spares stocks.—Hornby, Surrey. Tel. Horley 17. (0861) R

LAGO TALBOT

1951 (show model, 1950) Lago Talbot 2½-litre 2-door full 4-seater sports saloon by Saoutchik of Paris, maroon, fawn hide, fitted sun roof, heater, radio and every refinement, a most handsome car with quite remarkable condition; £1,795, exchange deferred terms.—John B. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. (C4033)

LAGONDA

SWANMORE GARAGE offer:—

1940 Lagonda Rapide drop head coupe, £1,175.

EXCHANGES or terms

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544 (C4024)

METCALFE & MUNDY, Ltd.

1950 Lagonda 2.6 saloon, 35,000 miles, black with green leather, immaculate condition throughout, complete Lagonda works history, H.M.V. radio; £1,250.

280 Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

GUY SALMON AUTOMOBILES offer:—

1953 (June) Lagonda 2.6-litre Tickford drop head coupe, silver grey, red leather upholstery, Vantage engine H.M.V. radio, rev. counter, Am. Rumburgh, screen washers, 2,500 miles, fitted standard Dunlop D.F.P. £2,550, Dunlop Whitewall covers available at extra cost.

1950 Lagonda 2.6-litre drop head coupe, one owner, just competently overhauled and passed by makers, new hood, faultless condition; £1,550. Ports-mouth Rd., Thames Ditton, Emberbrook 5551-2-3. (C4001)

BROOKLANDS, Lagonda Distributors, latest models.

1952 Lagonda 2.6-litre saloon, 15,000 miles.

1952 Lagonda 2.6-litre coupe, 17,000 miles.

1950 Lagonda 2.6-litre saloon, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

DAVIES MOTORS, Ltd. (managing director: J. E. Davies, 20 years service manager), Lagonda, Ltd.

1937 4½-litre L.G.45 sports saloon, 4,000 miles since complete engine and chassis overhaul and re-chromed body.

1937 4½-litre L.G.45 4-seater drop head coupe, now in 2-seater coupé, genuine with works check-over.

FURTHER particulars of these and other models now in course of preparation available on request, any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

Given the opportunity to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 275, London Rd., Staines.

Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562.

PERFORMANCE CARS good selection always available, written guarantee—See under "Sports Cars." (C5041) R

LAGONDA Rapide 10hp 1955 green 4-seater, tourer, approx. 50,000 miles, good condition; £250, owner bought Bentle, Blaenmore Southborough 121 (Kent) or Royal 1260. (C1449)

1938 V.12 short chassis sports saloon, 51,000 miles, V.12 believed genuine, confidently offered as test. V.12 approx. £675.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. (C5045)

1952 Lagonda drop head coupe maroon, beige upholstery, fitted radio, 8,000 miles, immaculate condition, just serviced Lagonda's, passed 100%: seen London; price £1,950—Box 0528. (C1167)

1938 Lagonda V.12 short chassis saloon, recent complete works overhaul, all latest modifications; £795.—Taylor & Crawley, 55, Grosvenor Crescent, Mews, Hyde Park Corner, S.W.1. Sloane 5215. (C4053)

1950 (Aug.) Lagonda 2.6 saloon, in exceptional condition, 100% guarantee—See under "Sports Cars." (C5040) R

1955 (Aug.) Lagonda 2.6 saloon, in exceptional condition, 100% guarantee—See under "Sports Cars." (C5041) R

1955 (Aug.) Lagonda 2.6 saloon, in exceptional condition, 100% guarantee—See under "Sports Cars." (C5042) R

1955 (Aug.) Lagonda 2.6 saloon, in exceptional condition, 100% guarantee—See under "Sports Cars." (C5043) R

225—Lagonda, September 1954 4½-litre Free-store & Webbs foursome drop head coupe, green, leather, radio, carefully used, exceptional condition, terms, exchange list, open 9-7 week-days and Saturday, Royal Smith, Hampstead (Hampstead) 6404. (C4018)

Legends Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancasons—Hampstead (Tube), N.W.3. (W4018) R

PERFORMANCE CARS urgently require Lancasons Great West Rd., Brentford, Middlesex, Ealing 9881. (W4041)

Lancosa Spares and Services

DAVIES MOTORS, Ltd., 275, London Rd., Staines.

100% R

LANCHESTER

£495!! Late restoration 1947 Lanchester 10hp 4-door saloon de luxe, genuine one-owner car since new of very moderate mileage and in really beautiful condition.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. "open till 8 p.m. Mondays to Saturdays. Write for catalogue."

(C1055)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1953), grey with red leather, small miles, as new, £1,095.
LANCHESTER 16hp saloon (Nov., 1948), black with red interior, low mileage, £575.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.)

£125—Mulliner 4-door saloon 1956 11hp, tax'd, or £75 down—E. J. Lee, Ltd., Lake St., Leigh-on-Sea, 2172.

365—Lanchester 10, September 1945 (post-war series) de luxe saloon, grey, sliding head, blue leather, very good condition, terms, exchanges—Rowland Smith, 6, Grosvenor.

265—Lanchester 11, 1959 model sports saloon, black, sliding head, red leather, excellent condition, terms, exchanges—Rowland Smith, Below.

245—Lanchester 14, 1956 14hp Roadrider, de luxe, sliding head, red leather, excellent condition, taxed, terms, exchanges, £100, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4025)

£195—Rare and beautiful Lanchester 14 Roadrider saloon, this vehicle has such magnificent bodywork with interior leather so beautiful no one driving this vehicle could possibly believe it's 15 years old—Below.

£145—Magnificent Lanchester 11 drop head, country, literally covered in cotton wool, most of its life and good for years more service, 3 months guarantee, hire purchase, exchanges.

LAMBBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.)

Lanchester Cars Wanted

CAB'S MOTOR MART, require carefully used Lanchester—5, Warren St., W.1. Euston 4110. (W1040)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Lanchester Spares and Service

ACOT ENGINEERING, Ltd.—Preselected gear boxes, exchanges and repairs—169, Fulham Rd., S.W.5. Kensington 7501. (C0237/R)

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service—Kidderminster Rd., Croydon 5775. (0689)

ALLEN'S Victoria Rise, Clapham, S.W.4. Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. (0642/R)

LANCIA

L F WARD, Ltd.—1938 Lancia Aprilia in excellent condition, fitted radio.

L F WARD, Ltd., Orange Road Garage, Orange Rd., Thornton Heath, Tel. Thornton Heath 3347. London office: Mayfair 0146. (C4048)

R F FUGGLE, Ltd.

1938 Lancia Aprilia, a very well maintained motor car in good condition throughout; £440 or near offer.

R F FUGGLE, Ltd., Bushey Heath, Herts, Tel. 1685. (C2017)

R C WIMBUSH, Ltd., offer:—

1937 Lancia Astura drop head coupe, grey and blue leather, outstanding condition; £385.

312 Earls Court Rd., S.W.5. Fremantle 8461. (C4056)

M AIDSTONE ENGINEERING, Co.

THE Northern Lancia specialists, offer:—

1938-9 Aprilia saloon, most beautifully and attractively finished in royal blue and grey, fitted blue leather interior with a new set of India tyres, new leather covers, this car has had £200 spent on engine in last 12 months, fitted new set of India tyres, many extras, taxed, a most attractive example; £595; choice of three saloons and one coupe.

C 5457, Pendleton, Salford, 6, Manchester, Pen. 5457. (C5000)

JOHN S. TRUSCOTT, Ltd., for Lancia.

UNIQUE opportunity, 1950 Aprilia, 2nd series standard saloon, dark blue, finest red hide, many extras, complete history known since new, outstanding condition, exchanges, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274. (C4055)

GUY SALMON AUTOMOBILES, offer:—

1953 Lancia Aurelia Grande Tourissimo saloon, 7,000 miles, quite as new, cost £4,050, last year's show offered at £3,200—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. (C4001)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

£495—Lancia Aprilia 4-dr sin, 1938, reg. Dec. 1955, maintained regardless, hills over £550. Below.

£225—Lancia (Aug.) 1955 4-dr pillarless saloon, a really smooth car throughout, engine just overhauled, qualities bodily; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5666-7. (50 yds. Holland Park Tube.) Exchanges, h.p.

FOR sale on behalf of private owner, 1935 Lancia Augusta saloon, in excellent condition and fitted with 4 new tyres; price £155.—The Armitage Motor Co., Shorne 5112. (C1017)

LANCIA Aprilia, 1937, metallic grey, 1939 wheels, new tyres, recent £240 overhaul, a good specimen; £595.—The Hindhead Motor Works, Ltd., Hindhead, Surrey, Tel. Hindhead 665. (2061)

1937 (August) Lancia Aprilia 4-door pillarless saloon, two owners only, speedo reading 24,000 recently recirculated.—Can be seen at the Oxford Road Garages (Middlesbrough), Ltd., Middlesbrough 8572. (1315)

LANCIA

1938 (Nov.) Aprilia saloon, good condition, over-size engine fitted at cost of £109, late type front suspension, good tyres, taxed, recent gearbox head, £550, consider offer or exchange.—Tel. Horsham 1564. (1316)

LANCIA Aprilia a completely refurbished, recirculated, retrimmed, special twin carburettor engine, sprung wheel, Scintillas and oil cooler, radio, heater, many spares, 7 wheels, 12 tyres, radiator, cylinder head, carburetors; £475.—Bridge Garage, Pinner 1560. (1325)

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices, for Lancia—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

REQUIRED, good used Lancia Aprilia or later model.—Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. (W2000)

K ELLIV, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias—41-42, Hayes Mews, Hayes, W.1. Gros. 2563. (W2054/R)

LANCIA—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange. Grove, W.11. Bay. 4274. (W4035)

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.)

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1947 Lea-Francis saloon, fitted radio, very attractive car, £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

NIGHTSBRIDGE MOTORS, Ltd.

1950 (March) Lea-Francis 1½-litre estate car in varnished pale, one owner and 14,000 miles only, in excellent condition, £625.—Tel. 71000.

3 Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4096. (C2063)

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer the following:—

1951 model Lea-Francis 14,70 streamline saloon, black, radio, heater, 1 owner, 22,000 miles; outstanding condition, maintained by since new, full history, available, £1,025.—Tel. 71000.

1950 Lea-Francis 2½-litre streamline saloon, black, one owner, radio and heater, full history available, guaranteed 3 months; £1,025.

1949 Lea-Francis 14hp 6-light streamline saloon, heater and spotlamp, 44,000 miles, serviced; £575.

IMMEDIATE delivery of new Lea-Francis 14hp saloon, colour dark green, green leather, heater and demister; at new list price £1,261 19/2, including P. Tax.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

£425—Lea-Francis 1½-litre 1946 4-dr sin, excellent mechanically, a real thoroughbred, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5666-7. (50 yds. Holland Park Tube.) Exchanges, h.p.

1947 sports saloon, an absolutely immaculate example of this quality car, maroon with brown hide, heater; £465.—Tel. 7300 or 1508. (1485)

1952 model Lea-Francis 14hp saloon, regd. Oct. 51, dark green, green leather, heater, demister, fog lamp and radio, 9,937 miles only, showroom condition; sale due to illness; £950.—Lithgow, Highgate, Castleton, Yorks. (1325)

695—Lea-Francis, 1949 14hp Mark V streamline sports saloon, black, fawn leather, built-in headamps, radio, heater, car has been used except in condition, terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., offer immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6305. (W2040)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNESDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. (0595-R)

Lea-Francis Spares and Service

EA-FRANCIS CARE, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. (0292 R)

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNESDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. (0595-R)

GLANPLAW LAWRENCE, 2-10, City Rd., Cardiff. (0661-R)

Lea-Francis Distributors East Glamorgan—Spares and service

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford Tel. Ealing 4506-9. (0747 R)

1937 model Lincoln 7-passenger double-enclosed limousine, face forward, occasional, by the spe. list price £2,250; offered at £1,250; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2025)

LINCOLN-ZEPHYR

GUY ALFREDS & Co., Ltd.—1952 Lincoln-Zephyr. Heater, radio, loose covers, spot and reversing lights, chromed fenders, tail exhaust, outstanding condition. 6-7, Warren St., W.1. Euston 3268. (C1005)

MERCEDES-BENZ

MERCEDES-BENZ (Great Britain), Ltd. offer:—
1939 Type 230 4-door saloon, continental steering, black and red with red leather upholstery, may be seen by appointment.—Victoria 8715-6. (C5005)

Mercedes-Benz Spares and Service

MERCEDES-BENZ (Great Britain), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 5144. (14735)

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Gt. West Rd., Brentford Tel. Ealing 4506-9. (0748 R)

M.G.

PERFORMANCE CARS

THE biggest and best guaranteed selection of sports cars in the country.

ARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months, clients travelling long distances to see our M.G. are always sure of a comprehensive stock, not just one car which might prove unsatisfactory.

CHOICE of 4 T.C.s, 1949, Clipper blue, £445; 1946, black, £295; 1947, red, £395; 1946, black, £295; 1947, red, £265.

E-X-HAREWOOD blown P.B., as rated £295. M.G. P.B. 2-seater, 1936, £225.

2-seater Magnette, 1936, red, £225; 1935, cream, £225.

4-seater Magnette, 1935, black, £195; 1936, blue, £185; 1934, blue, £195; 1934, cream, £165.

2-litre saloon, £225; 1936 2-litre saloon, £195.

1938 V.A. 12hp tourer, £315; 1939 V.A. 12hp d.h., foursome, £325.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; see under: "Sports Cars" (C5041).

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex, Ealing 8641. (C5041)

DICKS

1949 M.G. 1½-litre saloon, most attractive and economical car, £525.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

CAR MART, Ltd.

1952 M.G. T.D., 13,000 miles, £550.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1059)

RAYMOND WAY

RAYMOND WAY, Seven Kings Branch.

RAYMOND WAY, the hire purchase specialists.

159—1937 M.G. 2-litre sportsman's saloon, black and leather, spotlights, etc., £565 deposit, balance H.P. terms.

HIRE purchase terms on the spot with no references or formalities or guarantees; part exchange of your present motor cycle or car.—Raymond Way, 775, High Rd., Seven Kings, Essex. Seven Kings 4066. (1516)

GATEHOUSE offer:—

1947 M.G. T.C. Midget, specimen car, black, a car proud to own, £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountayne 4444. (C2021)

R. C. WIMBUSH, Ltd., offer:—

M.D. T.D. Mark II (June, 1953), cream with red, 5,500 miles, very carefully run; £775.

312, Earls Court Rd., S.W.5. Fremantle 8401. (C4056)

SURREY AUTOS (HORSLEY), Ltd.

1950 model TD 2-seater, green beige leather, luggage grid, tonneau cover, low mileage, excellent condition throughout; £495.

EPSOM Rd., East Horsley. Tel. 208. Hours 8-8 inc.

GUY SALMON AUTOMOBILES offer:—

1953 (July) M.G. T.D. 2-seater, green, 2,000 miles, virtually as new; £665.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. (C4001)

PARADE MOTORS (MITCHAM), Ltd., offer:—

1938 (October) M.G. 2-seater, new hood, blue; £250.

1935 M.G. F.A. blue, 2-seater, in excellent condition; £185.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Menarch Parade, Mitcham. Tel. Mitcham 3392. (C5056)

USED CARS FOR SALE AND WANTED - SPARES AND SERVICE

M.G.

COOMES & SONS (GUILDFORD), Ltd., offer:-

1950 M.O. T.C., maroon and beige leather; £450.

COOMES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62907-8-9. [C1057]

1953 new M.O. T.D., choice of colours, immediate delivery; £751.19.2. Below

(July) M.O. 1½, saloon, green, with green leather, genuine 36,000 miles, perfect throughout; £495. -Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1599]

1953 (May) M.O. T.D. 2-seater, 3,000 miles only, one owner, finished ivory and red; £650.

R IPOCO, Ltd. (M.O.s Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-4. [C5052]

BEARIS of Kingston, M.O. specialists, spares, repairs. -102, London Rd., Kingston. Tel. King 3346. [1598]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available. -80, Piccadilly, W.1. Grosvenor 4141. [1039] R

1939 M.O. 10 Tickford drop head, excellent condition; £295. -Kendal Cottage, Bourne. Farnham. [1432]

1937 M.O. 2-litre saloon, black-brown leather, excellent all round; £300. -Gordon White & Co., Ltd., Gerrards Cross 2077. [1587]

£325. -M.O. 1½-litre 1939 drop head, just reboared and overhauled throughout, good body: man with 10 years experience.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube) Exchanges, H.P. [C1061]

1938 M.O. 1½-litre saloon, excellent condition throughout; £325. -M.O. 2-seater, ivory, excellent mechanically and as regards appearance; 3 months' guarantee; £285.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.S. Finchley 6236 (5 lines). [C1061]

545 M.O. Midget late 1931 T.D. 2-seater, red, on owner's original condition; terms, exchanges. -Row and Smith, below.

425 M.O. Midget 1949 T.C. 2-seater, ivory, excellent condition; terms, exchanges. -Rowland Smith, below.

365 M.O. Midget 1947 T.C. 2-seater, very good condition; choice of post-war Midgets; terms, exchanges. -Rowland Smith, below.

325 M.O. 1939 2½-litre sports saloon, sliding head, leather, radio discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturday; -Rowland Smith, Hampstead (Hampstead Tube) 1540d.

M.G. T.C., 1939, blue, radio and other extras, excellent mechanical condition; £435, or close offer. -6, Duncan St., Islington, London, N.1. Tel. 8056. [1284]

1953 (July) T.D. Midget 2,500 miles only, twin spotlights, taxed, virtually a new car at £645. -L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078]

1952 (Jan.) M.O. T.D. 2-seater sports, 9,000 miles only, finished red, immaculate and unmarked; £510. -Gordon White & Co., Ltd., Gerrards Cross 2077. [1588]

M.G. T.D., 1939, black, red hide upholstery, 1,000 miles only, new; £695. -North Heaton Garage, Stephenson Rd., Newcastle-on-Tyne. 6. Tel. 5506. [1582]

1946-7 T.C., green/beige, reconditioned, unmarked, many extras, taxed and insured; £550-61. -Beechwood Park Rd., Solihull. Warwick. [1522]

£550 -1952 model M.O. T.D., black with red leather, 14,000 miles, new condition; -G. Hall, Ltd., 302, King St., Hammersmith, W.6. River-side 2381.

CAMDEN MOTORS for M.G.s -1½-litre saloon, 1950 very smart and attractive pastel finish with beige leather interior, heater and passlights, moderate age; £595. [C1055]

CAMDEN MOTORS for M.G. Midgets, pre-war series C, from J.2 to F.2, including a very scarce 1939-40 Tickford drop head; post-war models 1946 T.C. series to 1952 T.D.

CAMDEN MOTORS for M.G. -Leighton Buzzard, Beds. Tel. 2041. Open 7.30 p.m. Mon. to Saturday. Write for cata. issue 1952. [C1055]

T.A. M.G. (Oct.) 1953, reprepared black, reconditioned, Fram oil filter, Lucas 700 head lamps and Plamethrower, 6 tyres; £280. o.n.o. -Weeks, Cleve House, Exeter. Tel. 2967. [1435]

JACK ROSE, Ltd., M.G. agents and stockists, offer: 1949 T.C. 2-seater in cream and green hide, immaculate condition with many extras; £430. -Stanford Rd., Wallington, Surrey. Wallington 6677-8. [C5056]

1951 series M.G. 1½-litre saloon, finished black with red leather, low mileage, heater, spot lamp, etc., most attractive, one owner, any trial; £645. -Seaton Villa, P. D. Rd., Mutton, Plymouth. [1434]

£375 -1947 (May) M.G. T.C. sports 2-seater, black with silver wheel and red leather, a quite outstanding and most attractive specimen; written guarantee, terms, exchanges. -H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

1950 M.O. F.D., green with pistachio upholstery, blue spot fog light, latest sealed beam headlights, badge bar; first £525 secures, or offer. -N. Johnson, 69, New Dover Rd., Canterbury. [1365]

1951 (Nov.) M.G. T.D. 2-seater black with red leather upholstery, a fine example of one of these outstanding thoroughbreds; £545. -Moston Service Station, Ltd., 347, Holmwood Ave., Moston, Manchester, 10. Tel. Fal. 1425. [1318]

1953 (March) T.D. grey and red, 6,500 miles, taxed, seat and mat covers, as new and owner will accept sacrifice price; £595. -Apply, Palace Garage, Ltd., Main Fordson Dealers, Salisbury. Tel. 5135. [1335]

M.O. T.C. (1946), finished black with green leather, engine completely reconditioned, 1,500 miles, hood and cellulose all in excellent condition, a thoroughly recommended car; written guarantee terms, exchanges. -H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001]

1937 M.G. 2-litre saloon, guaranteed; £175. -Oldfield, 386, Kensington High St. W.14. Tel. 6651. [C5029]

MAYPAIR GARAGES, Ltd., November, 1949. T.C. sports 2-seater, black, green leather, bumpers, twin spotlights, plated luggage grid, American "blinker" indicators, demister, twin wing mirrors, extremely smart car. -Good as new, £650. -Offered at £550, in most new condition, 3 months' guarantee; £425. Below

MAYPAIR GARAGES, Ltd., Sept. 1947. T.C. sports 2-seater, black, leather upholstery with Tygans, very smart car with economical and fast road performance; 3 months' guarantee; £245. -Balderton St. (Bridgwater), Mayfair, W.1. Mayfair 3104-5. Open 9-6 Sat. 9-1. [C5009]

M.G. Cars Wanted

C

THE CAR MART, Ltd., wish to purchase M.G. cars - 320, Euston Rd., N.W.1. Euston 1212. [1096] R

ROWLAND SMITH'S, The Car Buyers -Highest cash prices for M.O. -Hampstead (Tube), N.W.3. Ham 6041. [W4018 R]

M.G. in good condition for cash - Tel. 1240-11. [W4018 R]

FULL value paid for M.G. or similar; £44. -Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

PERFORMANCE CARS urgently require M.O. Great West Rd., Brentford, Middlesex Ealing 9841. [W3001]

M.G. 2-seater wanted, pre-war if faultless condition - British Star Oil Co., 65, Highbury Park, N.5. Can. 1650. [1734]

EXCHANGE 1949 (Nov.), 20,000, immaculate for '52- '53 T.D. M.O., cash adjustment -10, Birchfield Rd., Wednesfield, Staffs. [1440]

WANTED, M.G. Midgets, 1937-52, in good condition. -Ross Motors, Ltd., Regent St., Hinde Leics. Tel. Hinckley 555-1. [C528]

URGENTLY required 1947-51 M.O. 1½ saloons - Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1459]

M.G. Spares and Services

W. JACOBS & SON

WE specialise in spares and repairs for all models of M.G. cars.

JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [1046]

ROGERS GARAGE -M.G. repairs and service - Wellesley Ave., Hammersmith, W.6. Riv. 644. [18054]

PERFORMANCE CARS - M.G. sales, service, spares - Great West Rd., Brentford, Middlesex Ealing 8841. [W3004]

UNIVERSITY MOTORS Ltd., Largest stocks of M.G. spares outside the factory - 7, Herford Rd., London, W.1. Orio 4141. [10504 R]

PERFORMANCE CARS - M.G. sales, service, spares - Great West Rd., Brentford, Middlesex Ealing 8841. [W3004]

ROCKERS 6/8 each, exchange, camshafts rebuilt - Green, v. drive, monopower. - Thomson 194. Kingston Rd., Wimbledon, S.W.19. Liberty 8498. 1-2 and after 7. [S4067]

M.G. Spares, most parts in stock for all models. 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service, o.o.d. and guaranteed workmanship in all our repairs. - A. E. Within, Queens Garage, Queens Rd., Wimbledon (Station). Tel. 8119. [0435 R]

TOULMIN MOTORS specialise in M.G. and M.O. cars, repairs and complete overhauls, all modernised, engine in stock for types P, J, T and L, and N. Magneti Marelli exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, drive guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares

WRITE or phone Toulmin Motors, 343, Staines Rd., Hounslow Middlesex. Tel. Hounslow 2258 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [10549 R]

MORGAN

265 M.G. -Morgan 4/4 1939 sports 2-seater, two spares, excellent condition, terms, exchanges; list; 9-7 week-days and Saturdays. -Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1581]

ROSE & YOUNG, Ltd., offer 1952 Morgan 4/4 2-seater, speedo 9,000, one owner, immaculate condition; £525. -65-69 Stermold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station) Tulse Hill 6964. [C5057]

Morgan Cars Wanted

ROWLAND SMITH'S, The Car Buyers -Highest cash prices for Morgan -Hampstead (Tube), N.W.3. Ham 6041. [W4018 R]

CASH immediately for good Morgan. -Details, please, to H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Morgan Spares and Services

MORGAN 4/4 official spare parts stockists, service and repair. -Bull. Sov. Ltd., 161, Gt. Portland St., W.1. Langham 7755. [10514 R]

MORGANS -All available spares in stock - F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 057. [10728 R]

MORRIS MINOR

CAR MART, Ltd.

1953 Morris Minors, 9,000 miles, £535. -Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C5039]

1953 (May) Morris Minor 2-door saloon, grey, 5,000 miles, perfect condition, £550. ditto June, 7,000 miles, £545. -Box 1212. [1466]

MORRIS MINOR

L

1952 (October) Morris Minor 4-door saloon, grey, 10,000 miles, as new; £575.

1953 new, £530. -Morris Minor 4-door saloon, 7,000 miles, as new, £530. -Les. Garage, Ltd., Lexington St., Piccadilly, W.1. Gerrard 8660. [1591]

NEWNAMS, Ltd.

1952 Morris Minor convertible, black, exceptionally well, man and woman; £495.

NEWHAM HOUSE, 255-7a, Hammersmith Rd., London, W.6. Riverside 4646. [C5024]

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1949 Morris Minor, immaculate maroon coachwork, recently fitted with 43-h.p. engine, extremely economical to run; £450.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £2000 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line) 150 yards. [C4047]

GATEHOUSE offer:-

1951 Morris Minor convertible, black, good condition in every respect; £450. -Gatehouse Motors Ltd., Highgate Village, London, N.6. Teal Mountview 4444. [C5021]

H. A. SAUNDERS, Ltd., offer:

1952 Morris Minor tourer, green with beige up-scales, nose covers, recorded mileage, £295. -842, High Rd., N.12. Hillside 5272 (8 lines). [C5027]

PHILIP RICKARDS, Ltd., offer:-

1953 Morris Minor 2-door saloon, beige, 4,000 miles, part exchanges, deferred terms, £4. -Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051]

CHARLES RICKARDS, Ltd., offer:-

1953 (May) Morris Minor 2-door saloon, olive, 1,700 miles, one owner, as new; £595. -LSO garage, 10,000 miles, £495. -Offered with our 3 months' guarantee, £560. -Bayswater Rd., W.2 (next door Lancaster Gate 1820). -Tube Stn., 5 mins from Marble Arch, Pad. 1200.

GUY SALMON AUTOMOBILES, offer:-

1951 Morris Minor convertible, 20,000 miles, £495. -Portsmouth Rd., Thames Ditton Ember 5551-2-3. [C4001]

METROPOLITAN MOTORS offer:-

1950 Morris Minor saloon, taxed year, £510. -Metropolitan Motors Horn Lane, Acton, W.3. Acorn 5064. [1707]

HENDON CENTRAL GARAGE Ltd. offer:-

1951 Morris Minor convertible, 17,000 miles, taxed, as new; £510. -Watford Way, Hendon Central, N.W.4. Tel. Hendon 8004-5. [C2034]

1949 (Dec.) Morris Minor saloon, heater recent overhaul, £465. [C4045]

THIRLESTANE CARS, Ltd., 462-4 Bowes Rd., New Southgate, N.11. Tel. 4404-5. [C542]

1953 (July) Morris Minor 2-door saloon, 2,500 miles, taxed, insured, list price £1115. [C1174]

1950 Morris Minor convertible, excellent condition, 3 months' guarantee; £595. [C5001]

C & W MOTORS Ltd., Queen's Head Garage, East End Rd., N.S. Finchley 6236 (5 lines). [C1061]

1952 (September) Minor tourer 7,000 miles, radio, heater; £555. [C5052]

1953 (April) Minor tourer, 4,000 miles, £565. -Manfield Autos, Ltd., Euston 2587. [C5001]

1952 (September) Morris Minor 4-door saloon, new, share unused; £585. [C5052]

1951 Morris Minor saloon, heater, immaculate condition; £495. -Dolomites, Morris Agents, Staines. Tel. 801. [C1074]

MINOR saloon, 1949, £400; exchange larger car. - Whitfield, Duxford House, Stroud, Glos. [1374]

1953 (Oct.) Morris Minor 4-door saloon, unused, taxed, green, best over £620. -Box 1212. [C1212]

1951 Morris Minor saloon small mileage, exceptional condition, seen near High Wycombe. £550. -Box 1219. [1475]

1952 Morris Minor 2-tone colour saloon, heater and numerous extras; £525; 3 months' guarantee. [C525]

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1952 (Nov.) Minor 4-door saloon, 7,000 miles, birch grey, heater, seat covers, extras, as new; £575. -Ash, 850, after 6. [C457]

1951 Morris Minor 2-door saloon, grey/beige leather, 19,000 miles, one owner; £510. -J. Fricker, Ltd., Park 5077. [C2016]

1953 (Oct.) new and unused Morris Minor 2-door saloon, grey, red interior, registered, taxed December; £600. -Box 1220. [1474]

1951 (July) Minor 4-seater convertible, black with maroon interior, 12,000 miles, almost equal to new condition; £625. -Below

1951 (Nov.) Minor saloon, green with fawn interior, excellent condition throughout; £510. -Robbins, East Putney. Tel. 4581. [C5010]

1951 convertible, black, excellent condition, genuine 11,000 miles, glass rear screens, taxed, £495. [C495]

17, Winterstoke Cies, Ramsgate. [C1425]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

83 miles only. 1953 Morris Minor 2-door saloon—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. Temple Bar 3586. [C1027]

1951 Morris Minor saloon, excellent condition, guaranteed £245; exchange terms—Palmer's, 5, Russell Mews, Kensington, W.14. Park 9704. [C1504]

1950 Morris Minor tourer, absolutely new, taxed year; first £400 or near offer secure—Wadham Garages, Ltd., Weston-Super-Mare. Tel. 629. [C1146]

WALTER SCOTT LTD. 1950 Morris Minor saloon, beige 21,000 miles; £425; terms of 2-39, Coler Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pte 5914. [C4006]

1951 Morris Minor 2-door saloon, black/beige upholstery, low mileage, nice car; £495, consider part-exchange—14, Offington Gardens, Offington, Worthing. [C4027]

1950 Morris Minor saloon, excellent condition, all respects; £465—Garage Service Co. Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell, 6692 and 7008. [C2019]

NAYLOR & ROOT LTD. 1951 Morris Minor 4-seater, black/beige, heater, recorded mileage 10,000; £475; written guarantee—25, East Hill, Capham Junction, S.W.11. Batt. 2252. [C2022]

4-DOOR saloon, grey/blue, November, 1952, 8,700 miles, Rimbellahears, false-thrower, roof rack, rad muf, reverse light, £575—F. H. Payne, 51, Millside Rd., Ashton-under-Lyne. [C1507]

1949 self owned, taking delivery new car, wishes to sell 2-door saloon, immaculate inside and out, nearly new tyres, nominal mileage, regularly serviced since new by Morris specialists; price £450 or near offer—Watt, Highmore Rd., Sherborne, Dorset. Tel. 590. [C1428]

Morris Minor Cars Wanted

C
M
T THE CAR MART, Ltd., wish to purchase Morris Minor cars—520, Euston Rd., N.W.1. Euston [0716 R]

R
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Morris Minor—Hampstead (Tube), N.W.5. Ham. 6041. [W4018 R]

PRIVately owned Minor—5, Brise Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

MORRIS Minor saloon wanted, 1950-53—Adams, 665, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [C1503]

CLANFIELD LAWRENCE offer—

1947 Morris 8 saloon, black/brown, two owners, 85,000 miles, reconditioned engine, heater, very clean throughout; £345—407, High Rd., N.12. Finchley 0091. [C2053]

W. J. BROWN, Ltd., established over 50 years.

1948 Morris 8 4-door saloon, black, brown leather, radio, exceptional; £350. [C339]

1948 Morris 8 4-door saloon, black, brown leather, specimen car; £395. [C1025]

1948 Morris 8 4-door saloon, specimen car; £395—Below. [C1521]

1938 Morris 8 series E, well above average; £210—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

1948 (October) Morris 8 4-door, good condition; £355—Gibbons, 7, Highfield, Sutton, Hull. [C1359]

£135—1955 Morris 8 saloon, a very carefully used specimen—Collyer-Fisher, Ltd., Northwood, Middle, Tel. 777. [C1521]

1955 Morris 8 1938 saloon, black/red upholstery, one owner, very good condition; terms, exchanges—Rowland Smith, below. [C4018]

165 terms, exchanges; list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

1939 Morris 8 saloon; £255; exchanges, terms arranged—King's Autos, 725-7, High Rd., Seven Kings, Tel. Seven Kings 3536. [C2046]

1940 Morris 8 series E 2-door saloon, excellent; £255—Age of Spades, Great West Rd., Hounslow 5476 (Osterley Tube). [C2050]

£175!!!—1955 Morris 8 saloon de luxe, also choice 4-door saloon and sports tourer; 5 months' guarantee; hire purchase, exchanges—L. A. Finchley Showrooms, 421-429, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1938 Morris 8 tourer, new hood, reconditioned throughout, very smart; £165 o.n.o.—Cambridge Rd., Gatley, Cheshire 6296. [C1315]

1946 Morris 8 2-door saloon, black with brown interior, recently fitted reconditioned engine; £365—Robbins, East Putney. Tel. 4581. [C3010]

MORRIS 8 saloon, 1936, reconditioned engine, exceptionally clean condition; £185—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1058]

S.G.A. MOTORS, Morris 8 specialists, offer the following selected cars, which have been thoroughly checked in our workshops and are guaranteed for three months:—

1939 series E 4-door saloon, superb condition throughout; £285. [C1026]

1939 series E 4-door saloon, tourer, perfect condition, reconditioned engine; £250. [C1027]

1938 4-door de luxe saloon, sunshine roof, in truly outstanding condition, small mileage; £220. [C1028]

1938 2-door de luxe saloon, one owner, excellent condition; £205. [C1029]

1937 2-door de luxe saloon, outstanding condition; £180. [C1030]

OTHER good selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive, or any time by appointment—S.G.A. Motors, 14, Atherton Mews, Cromwell Rd., S.W.7 (two minutes Gloucester Rd., Western 2408). [C4063]

MORRIS EIGHT

£125—1937 Morris 8 sports 2-seater, powder blue, nice runner; bargain—£50 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1948 (Dec.) Morris 8 4-door saloon, green, brown upholstery, good tyres, excellent condition throughout; £365—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2058]

ROY'S offer—1947 Morris 8 4-door saloon, excellent; £325, h.p. and exchanges—Roy's Automobiles, Ltd., 127, Park Lane, W.1. Camden Town Tube Station. Euston 2700 and 8894. [C1025]

1935 Morris 8, a specimen car, in really amazing condition, splendid appearance, fitted reconditioned engine; £140—Kirkdale Cars, 319a, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068]

1937 Morris 8 tourer, fitted new engine, recalcitrant, joined pillarbox, red, extremely smart throughout; £185; hire purchase and part exchanges welcome—Herbert & M. Ltd., 10, Stamford, Middle, Tel. 2960. [C1025]

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash price for Morris 8—Hampstead (Tube), N.W.5. Ham. 6041. [W4018 R]

MORRIS TEN

1939 Morris 10 Series M, black, excellent condition; £275. [C1025]

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5973. [C3005]

£175—1939 Morris 10 saloon, clean car, terms—Autoships, 5, Baham High Rd., Baham 1509. [C1025]

ROY'S offer—1939 Morris 10 saloon, good, taxed £195, h.p. and exchanges—Roy's Automobiles, Ltd., 127, Park Lane, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C1025]

WALTER SCOTT LTD. 1947 Morris 10 4-door saloon, black, brown leather, bargain—£295—39, Coler Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pte 5914. [C4006]

LATE 1948 Morris 10, one owner, reconditioned engine, new tyres, interior as new, cellulose immaculate—£395—Eln Auto Sales, 68, Hartfield Rd., Wimbleton, S.W.19. Wimbleton 4825. [C2067]

MAYFAIR GARAGES, Ltd.—1935 model 4-door de luxe saloon, blue, blue leather, very good condition throughout; £95—Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sat. [C3009]

345—Morris 10, September, 1946, saloon, sliding head, leather, one owner, excellent condition; terms exchanges; list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C4016]

Morris Ten Cars Wanted

PRIVately owned Morris 10, 5, Brise Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

ROWLAND SMITH'S, the Car Buyers—Highest cash price for Morris 10—Hampstead (Tube), N.W.5. Ham. 6041. [W4018 R]

MORRIS TWELVE

1939 Morris 12 saloon, guaranteed; £210; payments—Oldfield 366, Kensington High St., W.14. Wes. 2616. [C3029]

MORRIS FOURTEEN

MORRIS 1939 14hp special all-weather saloon, new hood fitted, excellent condition; £195; exchanges or hire purchase—Oliver Autos, 100-106, Peckham Rye, S.E.15. New Cross 2563. [C1027]

MORRIS OXFORD

PHILIP RICKARDS, Ltd., offer:—

1953 Morris Oxford saloon, black, 1,200 miles; part exchanges, deferred terms—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

CHARLES RICKARDS, Ltd., offer:—

1952 (July) Morris Oxford, finished black, 10,000 miles, one careful owner since new; £595. LSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee. [C1025]

56—Morris 10, September, 1946, saloon, sliding head, leather, one owner, excellent condition; terms exchanges; list open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). [C4016]

H. A. SAUNDERS, Ltd., of Worcester.

1953 Morris Oxford saloon, grey with red leather, 3,000 miles on. [C2045]

W. J. BROWN, Ltd., established over 30 years.

1953 Morris Oxford saloon, black, red leather, leather, terms arranged—King's Autos, 725-7, High Rd., Seven Kings, Tel. Seven Kings 3536. [C2046]

1940 Morris 8 series E 2-door saloon, excellent; £255—Age of Spades, Great West Rd., Hounslow 5476 (Osterley Tube). [C2050]

£175!!!—1955 Morris 8 saloon de luxe, also choice 4-door saloon and sports tourer; 5 months' guarantee; hire purchase, exchanges—L. A. Finchley Showrooms, 421-429, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1938 Morris 8 tourer, new hood, reconditioned throughout, very smart; £165 o.n.o.—Cambridge Rd., Gatley, Cheshire 6296. [C1315]

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1939 series E 4-door saloon, tourer, perfect condition, reconditioned engine; £250. [C1027]

1938 4-door de luxe saloon, sunshine roof, in truly outstanding condition, small mileage; £220. [C1028]

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1937 2-door de luxe saloon, outstanding condition; £180. [C1030]

OTHER good selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive, or any time by appointment—S.G.A. Motors, 14, Atherton Mews, Cromwell Rd., S.W.7 (two minutes Gloucester Rd., Western 2408). [C4063]

Morris 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash price for Morris 8—Hampstead (Tube), N.W.5. Ham. 6041. [W4018 R]

OPEL

£90—Special offer: Genuine 1937 Opel 17 7-seater limousine, direct from storage—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1939 12hp 4-door saloon and an exceptionally good specimen; £165; terms, exchanges—H. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.). [C3055]

MAYER MOTORS, Ltd.—Opel distributors; buyers of all models, comprehensive range of 6-spur engines; exchange engine in unit service. [C1026 R]

DISTRIBUTORS (RAWLENCE), Ltd., Blundell Heath, Surrey. Tel. 530-1. Will buy post-war models a. good prices. [C1015 R]

Oldsmobile Cars Wanted

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties—Lex Garages Ltd., 2, Lexington St., W.1. (Gerrard 8600). Service Workshop and Spare Parts, 10, Grosvenor Vias (nr. Westbourne Grove), W.11 (Baywater 6262-7). [C576 R]

LEX GARAGES, Ltd., 2, Lexington St., W.1. (Gerrard 8600). [C217 R]

LEX GARAGES, Ltd., 2, Lexington St., W.1. (Gerrard 8600). [C1027 R]

SIMPSONS MOTORS (WEMBLEY), Ltd., Oldsmobile buyers—Wembley 8691-5903. [C4015 R]

DISTRIBUTORS (RAWLENCE), Ltd., Blundell Heath, Surrey. Tel. 530-1. Will buy post-war models a. good prices. [C1015 R]

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash price for Opel—Hampstead (Tube), N.W.5. Ham. 6041. [W4018 R]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales, distributors for sales, service and spares. [C1015 R]

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [C513 R]

PACKARD

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Packard 120 saloon, grey with cloth upholstery, 5-stery, fitted radio. £100 spent on reconditioning engine March, 1953. £200. [C1024]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057]

1937 Packard 8 1938 34hp touring saloon, excellent condition; £175. Gee & Stone 58, Old Devonshire Rd., Balham, S.W.12. Balham 7896. [C1026]

1952 Packard 8 1938 34hp touring saloon, excellent condition; £165. Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Western 1044. [C2016]

1952 Morris Oxford, green, heater, excellent condition; £165. Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Western 1044. [C2016]

1952 Morris Oxford, black, choice two; from £545. Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

1951 Morris Oxford, black, choice two; from £545. Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

1952 Morris Oxford, green, heater, excellent condition; £165. Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Western 1044. [C2016]

1952 Morris Oxford, black, radio, heater, very good condition; £165. Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Western 1044. [C2016]

1952 Morris Oxford, black radio, heater, very good condition; £165. Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Western 1044. [C2016]

1952 Morris Oxford, black radio, heater, very good condition; £165. Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Western 1044. [C2016]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PACKARD

LIMOUSINES. 1959 Super-32hp, also 1957, both Deluxe Coachwork. (£1395 model). Black, forward occasional's, magnificent condition, carriages, certified mechanically, reasonable prices. Aipe & Saunders, Providence Court, North Audley Street, Mayfair-2941. Tel. Euston 3105. [C1006]

Packard Cars Wanted

R ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [1919 R]

SIMPSONS MOTORS (WEMBLEY), Ltd., the Car Buyers—Wembley 8891. 3303. [W4015 R]

JOE THOMPSON (MOTORS), Ltd., require Packards—97, Fulham Rd., S.W.5. Kensington 4858. [W4028]

7-SEATER privately owned Limousine required cash waiting. Aipe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. [0469 R]

JOE THOMPSON (MOTORS), Ltd., Packard spares—repairs specialists—97, Fulham Rd., S.W.5. Kensington 4858. [S4028]

PEUGEOT

1950 (Nov.) Type 203 saloon, l.h.d., excellent order; bargain price £595.—Tel. Weybridge 1155. [1555]

REMARKABLE opportunity, 1946 Peugeot 10hp 4-door saloon, l.h.d., amazing performance: £285/11. A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

PONTIAC

METCALFE & MUNDY, Ltd.

PONTIAC full 6-seater convertible, one owner, first registered 1950, but slightly earlier, green, immaculate, new tyres, power-operated hood, heater, radio. £1000. [C5064]

280 O. Brompton Rd., S.W.5. Fremantle 5707. [C5064]

1947 Pontiac de luxe saloon, duo-type blue, radio, good tyres, original owner, unused 2 years. £500.—Motor Cars, Kingsmere, Angmering-on-Sea, Sussex. Tel. Rustington 327. [1512]

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac Buyers—Wembley 8891. 3303. [W4015 R]

METCALFE & MUNDY, Ltd., will buy your Pontiac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064]

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service. U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R]

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available. Tel. Ripley 2361. [0629/R]

RACING CARS

ANTHONY CROOK offers:—

1953 Cooper-Bristol 2-seater.

1953 Cooper-Alta single-seater.

ANTHONY CROOK MOTORS, Ltd., Caterham Hill, Surrey, Caterham 2232-3. [C1063]

OSCAR MOORE wished to dispose of the H.W.M. O. Jaguar—204, Ballards Lane, N.3. Finchley 7050. [C5067]

COOPER'S GARAGE (SURREBYN), Ltd., of Surbiton, Tel. Elm 5346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol forms II racing cars. [0821/R]

PERFORMANCE CARS have a selection of vehicles for competitions including Ardin Allard streamlined 2-seater, Cooper-Mitchell, A.P.C. 1000, Cooper-Lea-Francis, M.G. P.B. ex-Harrowden, details of Formula 2 and 3 available upon request. See under "Sports Cars." [C5081]

RAILTON

A-ONE MOTORS (LONDON), Ltd., Railton Specialists, 24, North Side, S.W.18. Vandkye 5181. [0353 R]

1937 Railton 8-cylinder foursome drop head coupe: £525.—Lawton-Goodman, 36, North Audley St., W.1. [C2022]

MAJOR J. F. S. BARBER, 10, Buses, Meas East, W.2. Paddington 8639 (night Bayswater 67551). All models available and wanted. [1578]

RENAULT

RENAULT cars, spare parts, repairs and service.—

R Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. [0421/R]

GE

1952 (August) 750cc rear-engined Renault 4-door de luxe saloon, one owner, total recorded mileage 4,430, finished metallic mist-blue cellulose with de luxe upholstery to match, equipped twin wipers, built-in rear lights, overriders, indicators, tax-free, virtually undamaged, throughout, written guarantee £2000, hire purchase, part exchanged. Geoffrey Edwards, Ltd., Amersham Lane, Harpenden, Herts. Tel. 118. [C2000]

1951 Below. Renault 760cc, good order throughout: £225.

1950 Renault 760cc. Good order throughout: £275. Tel. Euston 3105. [C1544]

1950 (Nov.) Renault 760cc saloon, reconditioned engine just fitted, clutch, brakes relined: £410, private, quick sale.—Sandwich 3340. [1561]

RENAULT

WELHAME RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Surrey, Elmbridge 1873. offer:—

1953 de luxe demonstration saloon, special engine, leather covers, £595, taxed.

1946 12hp 6-6 str. saloon, blue, grey leather, spotless: £520.

1939 30 12hp 2-str. drop head coupe, black, completely reconditioned: £250.

1938 17.9 foursome drop head coupe, blue radio, taxed, 50 mpg, 80 mph: £225. [0126 R]

1952 Renault 760 de luxe, 15,000 miles: £555.—

1952 Cayton Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

£545.—1953 (May) Renault 750 saloon, Dunlopillo upholstery, 4,600 miles, any trial, exchanges, h.p. 111, Perrymead, Prestwich, Manchester 2057. [C1439]

465 gns.—Renault 750 late 1951 4-door saloon, grey, traffic lights, one careful owner, small mileage, exceptional condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead), Tube. [W4018 R]

Renault Cars Wanted

RICHARDS & CARR buy rear-engined Renaults—

35, Kimpton St., London, S.W.1. Sloane 5424. [W3045]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, for all models. [C1054]

1947 Riley 1½-litre, 1951, leather, 1017 R.

ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

REQUIRED, good used rear-engined Renault.—

EDWARDS, 118, Amersham Lane, Harpenden, Herts, Harpenden 118. [W2000]

Renault Spares and Service

GLANFIELD LAWRENCE, 110, City Rd., Cardiff, Renault distributors—East Glamorgan—spares and service.—Tel. 20551. [C0911 R]

RILEY

DICKS. Riley 1½-litre saloon, excellent performance:—

1947 Riley 1½-litre saloon, black and ivory, red leather, radio, rev. counter, heater and demister, screen sprayer and many other extras: £625.—

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

CAR MART, Ltd.

1948 Riley 1½-litre saloon, 21,000 miles: £565.—

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059]

SWANMORE GARAGE offer:—

1949 Riley 1½-litre saloon: £675.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024]

MAYFAIR COUNTRY CARS offer:—

1949 (Oct.) roadster in superb condition: £725.—

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029]

1947 Riley 2½-litre saloon; £595; private sale:—

Hillside 3474 or 6371. [C1411]

1950 1½-litre Riley low mileage, good condition: Tel. Howard 2032 between 10 and 5. [C1244]

1935 Riley 1½-litre Kestrel saloon, black in sound mechanical condition, excellent tyres: £165.

ERIC HAWKES, Ltd., 15, Bridge Road, Paddington, W.2. Paddington 0289. [C2033]

SUSSEX specialists for Riley cars and spares.—Cafayna, Ltd., Lewes 1221, Successors to Lewes Motors, Ltd. [C1057]

1940 Riley 12, Nuffield saloon in mint green, maculae car: £550. terms:—Hampstead 3420. [C1023]

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5081/R]

RILEY Kestrel 1935 15hp 3-seater, radio, 1946, Marks, Heytesbury, Wilts. Tel. Sutton 3755. [C1025/R]

1946 12-Lynx, original condition, rebuilt engine:—Value Cars, East Sheen, Prospect 7520. [C1406]

£125.—Riley 12, 1936 1½-litre, 3-seater, £150. [C1560]

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—162, London Rd., Kingston, Kingston 5346. [C1079/R]

£150.—Riley 1½-litre Monza saloon, excellent condition, seen at Beale's Garage, Tamworth-in-Arden (358). [C1022]

£515.—1947 2½ Riley saloon: £189. 1956 Riley 9 saloon—Harper Motors, Station Rd., Chertsey. Tel. 2097. [C1478]

1952 Riley 2½-litre saloon, as new: £1,050.—

GORDON CARS (London), Ltd., 373, Euston Rd., N.W.1. Euston 6611. [C2023]

RILEY 9, 1937 Monaco saloon, black, leather, excellent condition; terms, exchanges.—Rowland Smith, below. [C1018]

245 gns.—Riley 1936 1½-litre, Adelphi, black, alding head, green leather, excellent condition; terms, exchanges.—Rowland Smith, below. [C1018]

175 gns.—Riley 1936 1½-litre Merlin saloon, grey, blue leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturday. Tel. 2097. [C1406]

A NOTHER exceptional Riley 12 1939 saloon in immaculate condition: £520.—Clairmonte Bros., Shanklin Rd., London, N.B. Mountville, 5285. [C1056]

RADISTER, 1949 (Nov.) 2½-litre Riley, maroon, fitted radio, genuine 11,000 miles, truly immaculate condition: £800.—7, Courtfield Mews, S.W.5. [C1081]

1947 Riley 2½-litre saloon, reconditioned engine throughout: £550.—Gordon Wonderson 4th, Drestwood Rd., S.W.16. Streatham 1658. [C1405]

RILEY

1947 Riley 1½-litre drop head foursome coupe, colour cream, brown hide interior, immaculate condition throughout: £575; hire purchase, exchange.

HAROLD WEBB MOTORS, Ltd., 765-7, Romford Rd., Manor Park, E.12. Ilford 5151. [C1594]

THE RILEY CENTRE (GORDON & GLYNN) at 189-195, Pavilion Rd., Sloane St., S.W.1 (5 minutes Sloane Square Tube). Sloane 8526, offer the following selected Rileys:—

£425.—1939 16.4 sportsman's saloon.

£275.—Completely rebuilt 1½-litre 2-seater sports.

£250.—1937 9hp Monaco 6-light saloon.

£235.—1937 1½-litre Falcon saloon.

£215.—1936 9hp Merlin saloon.

£125.—1935 9hp Monaco.

ALL the above cars are in excellent condition throughout, and carry the Riley Centre specialist guarantee. [C1069]

1947 (Sept.) Riley 1½-litre saloon, green with green leather, perfect throughout: £550.—Gibsons Sports Cars (Exchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C1598]

RILEY 1½-litre saloon, April '47, leather upholstery. R fitted twin spot lamps, radio, loose covers, one careful owner: £515.—Tate of Leeds, Ltd., Main Ford Dealers, New York Rd., Leeds, 2. Tel. 51281. [C1501]

1936 Riley 9hp Merlin 4-door sports saloon, black with blue leather, upholstery, excellent car in post-war condition: £195, would consider part exchange. [C1407]

JACK ROSE, Ltd., offer 1951 (November) 2½-litre Riley saloon, immaculate condition inside and out, a beautiful car in silver grey, any examination: £625.—

ALL Riley sales and service facilities available at our new dept, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, The Riley Distributors, London Rd., Coventry. Tel. 2146. [C1046/R]

CAMDEN MOTORS for Rileyas—Kestrel 6, Light 6, Light 8, 1937, 1½-litre, 12hp, 1950, all as above, attractive appearance, modern streamlined body styling and the usual Riley sports performance, good condition: £295.

CAMDEN MOTORS for Rileyas—1½-litre, 12hp, 1950, field saloon, 1939, rather a nice one, 4-door 5-seater with sunshade roof and typical Riley sports performance, good condition: £295.

CAMDEN MOTORS for Rileyas—9hp Gamecock 2-seater sports, a little beauty, coachwork unblemished, interior upholstery almost like new, special series engine which looks as though it has only just been installed, remote control, heater, radio, and screen wipers, good like Riley bomb: £195.

CAMDEN MOTORS for Rileyas—9hp Merlin saloon, 9-12hp, all under £200.

CAMDEN MOTORS for Rileyas—1½-litre, 1948 series (Nov. 1947 delivery), 2 previous owners, attractive all-round condition, reasonably moderate mileage: £595.

CAMDEN MOTORS for Rileyas—2½-litre saloon, bronze with red leather, H.M.V. radio, screen wipers, and in faultless order: £995.

CAMDEN MOTORS for Rileyas—2½-litre saloon, 1951, immaculately finished in black with red leather interior and fitted built-in H.M.V. press-button radio and heater, a one-owner low-mileage car in faultless order: £995.

CAMDEN MOTORS for Rileyas—Leighton, Burward, C. Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

RORY offer:—£49 deposit, 50/- p.m., 18 months: 1935 Riley 9 Monaco saloon, superb condition, new tyres, also original 1937 Monaco. £225. H.P. and exchange.—Rory Automobiles Ltd., 127, Parkway, N.W.1. Tel. Camden Town Tube station. Euston 2700 and 3099. [C1059]

1935 Riley 9 Kestrel saloon, in first-class order, engine completely overhauled at cost of £67 recently, oil pressure 50lb. hot, gear box overhauled, rebraked and Riley invoices for work available: £185 or very near offer.—8, A. Burville, 270, Acton Lane, Chiswick, W.4. Chil. 5785 (9-6). [C1407]

Riley Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Riley cars—150, Park Lane W.1. Grosvenor 5434. [C1069/R]

R OWLAND SMITH'S, The Car Buyers—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [C1040/R]

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 6151. [C1050/R]

YORKSHIRE—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 523567. [C1004/R]

C N K MOTORS require clean pre-war Rileys—555, Finchley Rd., N.W.5. Hampstead 5712. [C1052]

PERFORMANCE CARS urgently require Rileys—Great West Rd., Brentford, Middlesex, Ealing 1041. [C1041]

BLAKES Riley distributors, will purchase any Riley cars—110, Bold St., Liverpool, 1. Tel. Royal 6622. [C1075]

URGENTLY required 1946-52 Riley 1½-litre saloon—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch Tel. 1681. [C1440]

THE Riley Centre (Gordon & Glynn), dealing exclusively in Riley will always pay specialist prices for all models pre-war and post-war; inspection anywhere in Great Britain—189-195, Pavilion Rd., Sloane St., S.W.1. Sloane 8526. [C1066]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Cars Wanted
REQUIRED, good used Riley—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden, 116. [C2000]

Riley Spares and Services
READING—Haven Garages, Ltd. for Riley spares and service.—Tel. 1456. [C2009]

HARTELEY'S for Riley spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2234/5. [C2046/R]

ACROOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.5. Kensington 7501. [C2039/R]

JAMES (LONDON), Ltd.—carry the largest stock of the latest special equipment for mechanics and coach repairs.—Carners Lane, Highgate Rd., London, N.W.5. Guis. 5446. [C1992/R]

RILEY distributors for 28 years—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [C1840]

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains.—Riley's wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. [C0443]

ROLLS-ROYCE

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H. R. OWEN, Ltd.

ONDON'S leading specialists in Rolls-Royce and Bentley cars offer the following selection:—

1949 Rolls-Royce sports saloon, grey with grey hide, 56,000 miles; £4,100. [C2049]

1939 H. J. Mulliner open 4-door sedan, black and grey with fawn hide; £2,250. [C2039]

1939 Wraith H. J. Mulliner touring limousine, black with hide and cloth; £1,950. [C2039]

1935 20-25 Freestone & Webb sports saloon, black and grey with brown hide; £1,250. [C2035]

1934 20-25 Gurney Nutting open sedan, fawn with grey hide; £1,250. [C2034]

WE are interested in the purchase of Rolls-Royce cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.
17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C2082]

RIPPON.
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RIPPON BROS., LTD.
THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., LTD., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [C0905/R]

VINTAGE AUTOS.

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.

VINTAGE AUTOS., 66, London Rd., Tooting, Tel. Mitcham 3951. [C4039]

JACK OLDING, Ltd.
OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—4-door saloon by Park Ward, black beige leather, 35,000 miles, undergoing renovation; £2,650.

1938 Phantom III D.L. series razor-edged saloon with division, black beige leather, 40,000 miles; £1,450. [C2038]

AUDLEY House, North Audley St., W.1. Mayfair 5842. [C2030]

P.B., Ltd., offer:—

1939 Rolls-Royce Wraith, Park Ward sports saloon, just resellulated two-tone beige, grey leather upholstery, 55,000 miles; £2,650.

1936 25-30hp Rolls-Royce Hooper sports saloon, black, brown leather. [C2036]

1936 20-25hp Rolls-Royce Hooper sports saloon, black, brown leather. [C2036]

PADDION BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 477-7478. [C2035]

H. A. FOX & Co., Ltd.
OFFICIALLY appointed Rolls-Royce retailers.

OFFER a selection of really good used Rolls-Royce cars at attractive prices.

H. A. FOX & Co., Ltd., 3-5, Burlington Gdns, Old Bond St., London, W.1. Tel. Reg. 7667. [C1490]

R. J. BEARLE offers:—

1933 20-25 Sportsman saloon with boot, by Rippion, original Z bend head lamp, an extremely attractive car in excellent condition; £350. [C250]

1931 Windover limousine, face-forward occasional; 5 owners from new, in exceptional condition; £250. [C250]

TERMS, part exchanges.—26, Queens Gate Mews, Kensington, S.W.7. Tel. Western 5228 before 10 a.m. and after 5 p.m. [C1552]

SWANMORE GARAGE offer:—

1933 Rolls-Royce Ph. II saloon; £875. [C2033]

1935 Rolls-Royce Ph. II saloon; £925. [C2035]

1937 Rolls-Royce Ph. II 7-str.; £1,275. [C2037]

1950 Rolls-Royce Silver Wraith; £5,600. [C2050]

EXCHANGES or terms

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C2024]

1932 25 Rolls-Royce Windover saloon, excellent running order.—Curtis, 5, Rye Close, Worth, [C2025]

ROLLS-ROYCE

J

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE—1950 Silver Wraith touring limousine by Freestone & Webb, painted green and black and upholstered in beige hide, speedometer reading 47,000 miles; price £3,950.—Jack Barclay, Ltd., Berkley Sq., London, W.1. Open until 8 p.m. Tel. May 7442. [C1022]

R. C. MORTLAKE offers:—

SELECTION of used Rolls-Royce cars, including

25/30 face forward two owners, only £795. [C1025]

25/30 face forward two owners, only £795. [C1025]

R. C. MORTLAKE, 255, Kensal Rd., London, W.10. Arnol. 4604. [C2017]

RUSSELL MOTORS offer:—

SEPTEMBER 1953 20-25 Rolls-Royce, Freestone & Webb, close-coupled sports saloon, with boot, a very pretty car in exceptional condition; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C2060]

TOM GARNER, Ltd. offer:—

1949 Rolls-Royce Silver Wraith (reg. August, 1950) 4-light sports saloon by Park Ward, black with fawn leather, 31,000 miles; £2,950. [C2049]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 6265-67. [C2020]

H. W. MOTORS, Ltd., offer:—

1937 Rolls-Royce Phantom III Park Ward razor-edged sedan, saloon, outstanding condition, 37,000 miles; £1,650.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

EVANS & O'MALLEY offer:—

1936 Rolls-Royce owner driver saloon, in really exceptional condition; £895.—Lowndes, S.W.1. Sloane 1355-1709. [C1971]

BRADSTOCK MOTORS offer:—

ROLLS-ROYCE 25/30, first registered February, 1937, owner driver saloon with drop division, fitted radio, heater, windscreen wipers, headlights, an outstanding car with an excellent history; £895, terms exchanges.—Chase Rd., Epsom. Tel. 633. [C1509]

KNIGHTSBRIDGE MOTORS, Ltd.

1933 (December) Rolls-Royce 25hp 4-light sports saloon by Hooper, black and green, with hide interior, 72,000 miles only, in original condition; £755. [C2033]

ROBERTS MEWS, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4046. [C2053]

MASCOT MOTORS, Ltd., offer:—

1936 (Nov.) 25 30hp Young sports saloon.

1935 25hp Thrupp & Maberly sports saloon.

1935 25hp Tickford 4-light openable saloon.

1935 25hp Hooper sports saloon with division.

1934 25hp Hooper sports saloon.

1934 25hp Hooper sports saloon.

1932 25hp Freestone & Webb sports saloon.

—and several others undergoing repairs.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., London, W.10. Ladbrook 1231-2. [C2007]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rolls-Royce 25-30 sports saloon by Thrupp & Maberly, complete Rolls history; £1,550. [C2038]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057]

1937 Rolls-Royce 25/30, owner-driver, 4-light sal., black, 57,000 miles, ex. cond.

TICKFORD, Ltd., 151, Upper St. Martin's Lane, W.C.2. Temp. 51. Bals. 5338. [C2029]

HEARSE—Selected Rolls chassis 1934 to 1958 complete with brand new hearse bodies.

A. LPE & SAUNDERS (COACHBUILDERS), Ltd., Head Office Hearse Enquiries Station Approach, Kew Gardens, Richmond 1181. [C1524]

£195—Rolls-Royce 1935 Phantom II touring 5-seater, very modern lines, one owner.—D. Prynne, 51, Roman Rd., Salisbury. [C1555]

PHANTOM II ambulance, £100. Phantom Hooper limousine, £85. 20-25p. caravan, £208.—Lawton-Goodwin, 135, Cricklewood Broadway, NW.1. [C2022]

1937 Park Ward limousine, cloth roof, leather front, in excellent order throughout; £895.—Western 9580. [C1492]

1926 Phantom I Rolls-Royce Barker limousine, £225.—Jacquier, Ltd., 222-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

EDWARDS & CO. (BOURNEMOUTH), Ltd., Bournemouth (tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock.

—and for hire, £560-£600 per week. [C1560]

1935 (Nov.) 20-25 Barker 4-light owner-driver; £695.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477-477. [C1012]

ROLLS-ROYCE 21.6hp G.X.L.47 model, first reg 1928, 6-seater, saloon drive anywhere, nice porter; £100. on new. For Coachwork Ltd., Torte Rd., London, S.E.1. [C1286]

PHANTOM II Rolls-Royce Sedanca coupe, 59,000 miles, complete Rolls history, very beautiful car, unblemished, privately owned £750.—Northbrook Motors, Paddington 2405/4. [C1045]

ROLLS-ROYCE

A & S Limousine 1935 25hp, partitioned, forward occasions, boot, black, carefully maintained, bargain, £650. [C1055]

IMMOUSINE 1935 25hp, Thrupp also Hooper, partitioned, forward occasions, black, genuine low mileage, £1,000, lavishly equipped, beautiful lines, low mileage, £4,000, privately owned.

IMMOUSINE Phantom III, Mulliner, partitioned, forward occasions, black, rear boot, £1,000, privately owned, £4,000, £10,000 miles, £10,000, £15,000 miles, £15,000, £20,000 miles, £20,000, £25,000 miles, £25,000, £30,000 miles, £30,000, £35,000 miles, £35,000, £40,000 miles, £40,000, £45,000 miles, £45,000, £50,000 miles, £50,000, £55,000 miles, £55,000, £60,000 miles, £60,000, £65,000 miles, £65,000, £70,000 miles, £70,000, £75,000 miles, £75,000, £80,000 miles, £80,000, £85,000 miles, £85,000, £90,000 miles, £90,000, £95,000 miles, £95,000, £100,000 miles, £100,000, £105,000 miles, £105,000, £110,000 miles, £110,000, £115,000 miles, £115,000, £120,000 miles, £120,000, £125,000 miles, £125,000, £130,000 miles, £130,000, £135,000 miles, £135,000, £140,000 miles, £140,000, £145,000 miles, £145,000, £150,000 miles, £150,000, £155,000 miles, £155,000, £160,000 miles, £160,000, £165,000 miles, £165,000, £170,000 miles, £170,000, £175,000 miles, £175,000, £180,000 miles, £180,000, £185,000 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USED CARS FOR SALE AND WANTED - SPARES AND SERVICE

Rolls-Royce Cars Wanted

JACK OLDING & CO., LTD., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. (W3030/R)

CHARLES POLLETT, LTD., officially appointed retailers and repairers, buy good late cars. 18 Berkeley St., W.1. Mayfair 6266. Service works and stores, Barnsley's Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. (10597/R)

Rolls-Royce Spares and Service

JACK BARCLAY, LTD.

LARGEST official repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovations and accident work

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close Sth. Wimbledon Tulse). Liberty 7222 (8 lines). (10108/R)

CHARLES FOLLETT, LTD., officially appointed retailers and repairers.

SHOWROOMS: 16, Berkeley St., W.1 Mayfair 6266

SPARE parts

SERVICE: Barnsley's Yard, off Elgin Avenue, W.9 Tel. Cunningham 5956-7. (10614/R)

ALL spares for 20 and 25hp Phantom I and Phantom II chassis, all reconditioned replacement parts guaranteed for 12 months for the above models. Full repair service at reasonable charges; also wheels, tyres, etc. - Compton 69. Westow St., Crystal Palace, S.E.19. (10064/R)

ROVER 10

W. J. BROWN, LTD., established over 30 years.

1939 Rover 10 4-door 6-light sun saloon, grey, blue leather, extensively reconditioned. £515. Finchley Rd., N.W.3. Hampstead 4414 (C1025)

1940 Rover 10 sports sal., excellent order: £530. Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. (C4019)

1946 Rover 10 saloon, beautifully maintained interior and exterior original and unblemished, fitted heater. £535. - Royston Motor Co., Ltd., Hove. Tel. Royston 2148. (1261)

295 spns. - Rover 10, 1940 model 4-door saloon, all original, good leather, good condition; terms, exchange, etc. open 9-7 week-days and Saturdays. Howland and Smith, Hampstead (Hampstead Tube). Hampstead 6041.

CAMDEN MOTORS for Rovers. - 10hp saloon de luxe, a beautiful post-war one-owner Rover, first delivered April 1946 and treated with every possible care and attention; the general appearance, coachwork, interior, etc. would not disgrace a 1955 car, whilst mechanically, it is every bit outstanding as its immediate predecessor. £900. (C545)

CAMDEN MOTORS for Rovers. - 10hp saloon de luxe, C. 1939, very late type model with several 1940 features, attractive metallic finish with neat and tidy leather upholstery, one owner since 1946, history since that date. £325.

CAMDEN MOTORS for Rovers. - Also one very scarce 10hp sports saloon at £385.

CAMDEN MOTORS, the Rover Specialists. Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

ROVER 12

DICKS.

1946 Rover 12 saloon, unused considerable period: £525. (C4018)

DICKS CAR SALES, LTD., 385-401, High Rd., Edgware, Maida Vale 6889-9. (C1022)

SURREY AUTOS (HORSLEY), LTD.

1939 12hp de luxe saloon, black/brown, good mechanical condition. £350. Epsom Rd., East Horsley. Tel. 208. Hours 8-8 p.m. (10580)

HENDON CENTRAL GARAGE LTD., offer: -

1946 (October) Rover 12 saloon, taxed, immaculate condition throughout. £515. Watford Way, Hendon Central, N.W.3. Tel. Hendon 6884-5. (C2034)

1947 4-light sports saloon, in immaculate condition, radio, heater, loose covers, outstanding. £555. - Fin. 7500. 1503. (10484)

1940 Rover 12 saloon, very good order: £385. terms. - Rogers Garage, Wellesley Avenue, Hammersmith, W.8. Tel. 2644. (C5054)

£135 - Genuine 1937 Rover 12 sports saloon; terms and exchanges. - Cardinal Motors, Hyde Bridge St., Oxford. 4344. (1405)

1947 Rover 12hp saloon de luxe, heater, radio, windscreen washers, immaculate condition throughout. £450. 3 months' written guarantee. Brown's Garage, Loughton (Essex) 4119 (Tube). (C1054)

CAMDEN MOTORS for Rovers. - 12hp special 4-seater sports tourer, November 1937 delivery, immaculate condition, metallic finish, leather upholstery, built-in heater, full all-weather equipment including tonneau cover, etc., outstanding mechanical order and a truly delightful car to drive: £550.

CAMDEN MOTORS for Rovers. - 12hp sports saloon, late 1936, attractive 4-light model in pastel grey (original cellulose), sound mechanically, well shed and of reasonably moderate mileage, extras include heater, windscreen and screenwash: £495.

CAMDEN MOTORS for Rovers. - Three 1947 saloons, including one very immaculate one-owner sports saloon.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

ROVER 14

ROVER 14hp saloon, 1939 model, excellent condition £350. (Seen London) - Box 1159. (1255)

1947 Rover 14 saloon, black, truly immaculate condition: £525 - Courtfield Mews, S.W.5. (1059)

£115 - 1934 Rover 14 saloon, nice condition, recent over haul - Broadway Motors, 67, High St., Hounslow. Tel. 0175. (C1028)

1938 Rover 14 saloon, green, Smith heater recently overhauled, £475 - Gooch, 44, Woodgate, Gate, Pinner. Tel. 2608. (1151)

£225 - 1937 Rover 14 sports saloon, excellent runner, clean interior, £50 down - Bray Motors 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1947 Rover 14hp saloon de luxe, heater, reconditioned engine, low mileage, immaculate condition: £500. 5 months' written guarantee. - Brown's Garage, Loughton (Essex) 4119 (Tube). (C1034)

CAMDEN MOTORS for Rovers. - Very scarce 14hp 1939 drop head four-seater coupe, Tickford body, 3-position hood, disc late-type instruments, very smart, stylish looking car with above average performance. £545.

CAMDEN MOTORS for Rovers. - 14hp saloon de luxe, 1939, Rover overhauled just a year ago, black coachwork nicely maintained, an excellent example all round. £565.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

ROVER 16

GUY SALMON AUTOMOBILES offer:-

1938 Rover 16 saloon, black/blue leather, in most exceptional condition for its year. £505. Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. (C4001)

1937 Rover 16 saloon, very sound car, any examination welcomed. £195. Per. 756. (11549)

1938 Rover 16 saloon, guaranteed: £255, payments. Oldfield, 386, Kensington High, S.W.14. Tel. 6651. (C3029)

1947 Rover 16 sports saloon, black, very low mileage, in exceptional condition, fitted H.M.V., radio, heater and sun shade. £625. "Whitebeam" Hawthorn Rd., Bognor Regis. Tel. 2438. (11564)

ROVER 16 sportsman saloon, 1939 model, immaculate condition, engine just overhauled, needs running in. £550. Terms, exchanges. - Ridgway & Thompson, 543, Trinity Rd., Wandsworth, S.W.18. Battersea 0509. (11523)

£395 - Rover 16hp saloon, 1939, a very handsome car, in excellent condition, fitted H.M.V., radio, heater and sun shade. £625. "Whitebeam" Hawthorn Rd., Bognor Regis. Tel. 2438. (11523)

CAMDEN MOTORS for Rovers. - 10hp saloon de luxe, a beautiful post-war one-owner Rover, first delivered April 1946 and treated with every possible care and attention; the general appearance, coachwork, interior, etc. would not disgrace a 1955 car, whilst mechanically, it is every bit outstanding as its immediate predecessor. £900. (C545)

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

ROVER 60 & 75

SWANMORE GARAGE offer:-

1950 Rover P4 saloon: £975.

EXCHANGES or terms

SWANMORE GARAGE 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. (C4023)

GUY SALMON AUTOMOBILES, offer:-

1948 Rover 60 saloon, black/red leather, one owner, excellent condition, £695. - Port mouth Rd., Thames Ditton. Emberbrook 5551-2-3. (C4001)

W. J. BROWN, LTD., established over 30 years.

1952 Rover 75 saloon, ivory, red leather, heater, H.M.V., radio, seat covers, sun roof. 11,200 miles, one owner, as new. £1,150.

339 Finchley Rd., N.W.3. Hampstead 4414 (C1025)

COOMBS & SONS (GUILDFORD), LTD., offer:-

1948 Rover 75, black, with beige leather, one owner, in perfect condition throughout. £700. (C1057)

COOMBS & SONS (GUILDFORD), LTD., Portsmouth Rd., Guildford. G2907-6-9. (C1057)

1953 Rover 75 saloon, black, radio, 8,000 miles. - Weybridge 609. (C4025)

1948 Rover 60 sal., grey/grey, heater, ex. cond. £625. (C4025)

1948 Rover 75 6-light sal., black/red, heater. £795. (C4025)

TICKFORD, LTD., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (C4029)

1948 Rover 60 saloon, radio. £650. - Gordon Cars (London), Ltd., 373, Euston Rd., London N.W.1. Euston 6611. (C4023)

1948 Rover 25 black saloon, one owner, heater, perfect condition. £700. - Barnard, Guiting Power, Cheltenham. (11279)

£625 - 1948 Rover 75 saloon de luxe, in beautiful condition throughout. 3 months' guarantee. Write for purchase exchanges.

LAMBES, Finchley Showrooms, 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground). (C2052)

1951 75 saloon, green with green leather, heater, loose covers, very carefully used. £625. - Campbell Symonds, Wembley 6262. (C1037)

1953 new and unregistered Rover 75. £1,195. - A. Freeman Ltd., Grosvenor Garage, Burnside Lane, Manchester 19. Tel. 2874-5. (11592)

ROVER 60 & 75

Rover 75 P5 saloon, October, 1949, black, grey leather, heater, one owner, £700. - Crawley 7. Woodbridge Rd., Ipswich. Tel. 3666. (11280)

NOV. 1950 Rover P4 75 saloon, black with red leather, 17,000 miles only. £850. - Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4024)

1950 Rover P4, ivory, H.M.V. radio, one owner, small mileage, as new. £625. - Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. (C4041)

CASS'S MOTOR MART - 1953 Rover 75 saloon, black, unblemished, 13,000 miles, £1,000, entertainment exchange good car, written guarantee. - Warren St., W.1. Euston 4110. (C1040)

1954 series Rover 75 saloon, black with brown leather upholstery, centre gear change. 500 miles: £1,225. - A. Dey & Co., 18, Hardman St., Liverpool. Tel. Royal 5057. (11422)

1952 Rover P4, immaculate, black cellulose with brown hide, radio and heater, one careful owner, trade enquiries invited. - Cox's Motors, 11/15, Conduit St., Leicester. Tel. 60319. (C1059)

1950 Rover P4 saloon, finished pastel blue with leather upholstery to match, special Tickford sun roof, unmarked and as new, price £895. - Seaton Villa, Pentile Rd., Mutley, Plymouth. (11435)

CAMDEN MOTORS for Rovers - 1951 75 saloon, P4 model, immaculately finished in black with tan leather interior in equally unblemished condition, the whole car in superb order throughout. £945.

CAMDEN MOTORS for Rover. Also a earlier 75 C model delivered 1949 at £745, and a 1948 Rover 75 sports sal. with radio and heater at £675.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

ROVER 60 & 75 Cars Wanted

WANTED, Rover 75 saloon, no dealers. - Box 1067.

ROVER saloon 75, P5 or P4 wanted, one owner, very low mileage car preferred. Adams, 685, Durham Rd., Gatehead-on-Tyne. Tel. 7555. (11504)

LAND ROVER

OFFERED by:-

EVANS (WIMBLEDON) LTD. - A selection of high grade vehicles. Land-Rover with 2 months' written guarantee. - Evans (Wimbledon) Ltd., Rover Mansions, Alexandra Rd., Wimbledon 0163.4. (15111)

T. P. BREEN LTD.

1952 Land-Rover large engine, excellent condition throughout, tyres as new. £595. - High Rd., Whetstone, N.20. Hillside 2393. (10762/R)

W. J. BROWN, LTD., established over 30 years.

1953 Land-Rover fitted with special seats. 5,000 miles, complete, as new. £575.

339 Finchley Rd., N.W.3. Hampstead 4414. (C1025)

£355 - Land-Rover 1949, one owner, exceptionally good mechanically, full equipment, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. 150 yds. Holland Park Tunnel. Exchanges. h.p. (C1017)

LAND-ROVER 1955, 4,000 miles only, carefully run, in showroom condition. £495. - Notley, Great Totease Farm, Buxted. Tel. 3273. (15111)

Land-Rover Cars Wanted

LAND-ROVER wanted, sound and genuine, reasonable for cash. - Whitaker, Hardwick Saxilby, Lincoln. (11376)

ROWLAND SMITH'S, the Car Buyers. - Highest cash prices for Land-Rover. - Hampstead (Tube), N.W.3. Ham. 6041.

HARVEY HUDSON Ltd. (the Land-Rover Specialists), wish to buy Land-Rovers. - South Woodford, E.18. Wanstead 6056. (W2059)

ROVER MISCELLANEOUS

HENLYS, LTD.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287). **HENLY HOUSE** 395, Euston Rd., N.W.1. (Euston 4444.) **DEPOTS** at:-

MANCHESTER (Blackfriars 7845).

BRISTOL (Bristol 21526).

BOURNEMOUTH (Bournemouth 6514).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLAW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd., England's Leading Motor Agents.

BEAKIS of Kingston, Rover Specialists, sales, spares, repairs - 102, London Rd., Kingston. (Kingston 5338) (10000/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:

A LVIS Speed 25 sports saloon, 1940 model, helmet
A wings, birch grey, maroon leather, recent over-
haul, choice of two, specimen
A LVIS 4.5—1939 d/h fourseone coupe, fitted radio,
A heater, black, maroon specimen, choice of two.
A LVIS Speed 25 1938 model FDC, black/light blue,
one owner, radio, many extras, attractive car.
A shall be 1938 Speed 20 open tourer, fitted with Mar-
tin heater, black, maroon, complete with heater, tested
throughout, miles available for £250 in last 18 months,
this car is really outstanding.

BENTLEY 1934 Barker Continental close-coupled
fourseone d/h coupe, history since new and all miles
of work available, excellent chassis and a very pretty
body.

BENTLEY 1934 3½, specimen open sports 4-seater
with wind-up windows, engine just completely
reconditioned, clutch refined, steering, brakes, etc.,
overhauled, reconditioned, new blue, new tyres, plastic ton-
neau cover.

BRISTOL May, 1950, type 400 sports coupe, two
owners, maintained absolutely regardless of ex-
pense, blue, beige leather, radio, etc., specimen.

DELAGE D.6.70, beautiful streamlined sports saloon,
body finished in metallic beige, fawn leather,
Cotal gear lever, engine belt, just reconditioned and
this car has to be seen; ready shortly.

FIAT 500B 1948 model, ohv engine, convertible,
showroom condition.

Fiat 500B, 1948, ohv, late 1957, excellent condition, new
tyres, running well.

LAGONDA L.G.43 1937 model pillarless sports saloon.

Immaculate condition, miles available for £241 over-
haul, radio, Accu-discs, bumpers, etc.

LANCIA Aprilia, 1939, just painted metallic blue,
radio, Accu-discs, Telecontrol, in really good condition.

Reasonable price.

WE are desirous of purchasing good quality English

and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Ken-
nington, London, S.W.3. Flaxman 0052/725/7154.

3-litre red label Bentley tourer, a very fine speci-
men, 3 men, red label Dec., £225. Jones Garage, Syden-
ham, 1344.

RILEY Sprite 2-seater sports, excellent condition;
£400. o.n.o.—Down, Copse Hill, Windsor, Wks.
1319.

RILEY 12hp 4-seater tourer, first reg. 21/9/25, in
excellent condition, a joy to drive; £60. Ellis, 2,
Victoria St., Staple Hill, Bristol. Tel. 52235. 1450.

A NSALDO open 4-seater, good mechanical condition;
but body only fair, suitable enthusiast; £250.
W. J. Reynolds (Motors), Ltd., Ford House, New Road,
Dagenham, Rainham 770.

STANDARD Avon special sports saloon, in immaculate
condition, recent £150 overhaul, all accessories
fitted, the real enthusiast's performance car; offers or
part exchange modern sports car—Box 1145.

BARTLETT offers the following selected sports cars

at competitive prices. Alfa-Romeo 100 mph Farina
coupe, recorded mileage 17,000; £75; Aston Martin
1939 2-litre 2-seater coupe; £395; Rolls-Bentley 3½
saloon, many extras; £395; Frazer Nash 3½; £275;
20 and special 20, £475; Invicta 1939 2-litre
Special 100 mph 4-seater; £475; Lagonda 1939 2-litre
Shelsley 2-seater, £225; Mercedes-Benz Type 500
Cabriolet, works maintained, £495. Simca show model
drop head coupe, £1,200; and many others.—27a, Pen-
bridge Villas, W.11. Baywater 0525.

JOHNSON & BROWN offer: 1949 Allard drop head
coupe, £425; 1935 T. H. Schneider 13hp Corsica
sports tourer, £225; Silverstone Healey, ex-Betty-Haig,
fast, many mods.; Armstrong Siddeley 12hp, 1936
coupe, excellent condition, £165; sports 2-
seater Hillman 1938 streamlined, very attractive
car, £355; Lagonda M.45 4½-litre V.D.P. tourer, recent
engine overhaul, £295; Bentley 4½-litre, 1931, H. J.
Mulliner, Sedanca de Ville, exceptional, £425; 1937
Lancia Aprilia saloon, £375; Kelft 500c J.A.P. racing
car, £150; Singers Rd., Bromley, Kent (20 minutes
Victoria), Ravenscourt 6479 and 2322.

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash
prices for sports cars—Hampstead (Tube), N.W.3.
16041.

BARTLETT will pay more for good sports cars—27a,
Penbridge Villas, W.11. Baywater 0523. (W1013)

PERFORMANCE CARS urgently require sports cars.—
Great West Rd., Brentford, Middlesex. Ealing 8841.
107, New Cavendish St., Great Portland St., W.1.
Museum 8221.

Sports Cars Spares and Services

A UOTMENDERS, Ltd., are enthusiastic repairers,
tuners and modifiers—Automenors, Ltd., Lower
Garage, Ferry Rd., Barnes, S.W.13. Riverside 6436.
16755/R.

STANDARD 8

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—
1948 Standard 8, immaculate, low mileage, many
extras, £370.

BERKELEY Square, Grosvenor 4343. 1504.

1946 Standard 8 saloon, very nice condition, £265.

READ BROS. MOTOR Co. (LONDON) Ltd., 58,
Christchurh Rd., Colliers Wood, S.W.19. Liberty
1604.

SPORTS Standard 8, 1939, immaculate condition,
polychrome blue, radio, many extras; £250. Stone,
Tel. Wincanton 2224. 1451.

£195 Standard 8 saloon de luxe, most
carefully used and excellent value; 5 months'
guarantee, hire purchase exchange.

L AMBS, Finchley 6221 (East Finchley
Underground). 1452.

1946 Standard 8 drop head fourseone, £315—
G.P. (Balsam), 1/4, 2a, Balsam Hill, 6 W.12
(100 yds. Capham South Tube). Batt. 1107 8-9. 14024.

The Autocar

STANDARD 8

1948 Standard 8 saloon, black, brown leather re-
conditioned unit just fitted, immaculate; £255.
R. B. Currie & Co. Ltd., 105, Westbourne Grove,
W.2. Bayswater 0085. (C1065)

£275 Standard 8 saloon, 1946-7 black with brown
upholstery; £250 deposit and 12 months'
monthly payments. Starred Motors, 103, Cricklewood
Broadway, N.W.2. Gia 2380. 11134

ROYS offer: 1940 Standard 8 drop head coupe,
original, one owner, low mileage, taxed, '48 con-
dition; £225; also saloon, similar condition; £225; h.p.
and exchanges.—Roya Automobiles, Ltd., 127, Parkway,
N.W.1 (near Camden Town Tube Station). Euston
2700 and 8894. (C1059)

STANDARD 10

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1938 model Standard 10hp sliding side door 4-
door saloon, black, leather upholstery, two
owners since 1940; £250. The Broadway, Mill Hill,
N.W.7. Tel. Mill 2040. (C1052)

STANDARD 12

£325 One owner, drop head, 1946. Value Cars,
East Sheen, Prospect 7580. (1559)

1939 Standard 12, excellent; £235. 3 months'
guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5228 and 5774. (C1054)

1948 Standard 12 saloon, black, red leather, beauti-
ful condition; £365. Gladstone 3606. (1368)

CAMDEN MOTORS for Standards—1947 12hp 4-door
saloon de luxe, in black with dark blue leather
interior, sound mechanically and well shod. £345.

CAMDEN MOTORS for Standards—1948 12hp saloon
in immaculate condition at equally competitive prices.

CAMDEN MOTORS for Standards—Leighton Buzz-
ard, Beds. Tel. 2041—Open till 8 p.m. Mondays
to Saturdays; write for catalogue. (C1055)

1948 Standard 12 sal, in really lovely order, taxed
year, first A375 secures—Wadham Garage,
Weston B. Mare. Tel. 209. (1547)

£165 1938 Standard 12 de luxe saloon, black
brown leather trimming, good mechanical
order—King's Motors, 1 High St., Hounslow. Tel.
3532. (C2049)

£235—1940 Standard 12 4-door de luxe, excellent
condition—G.P. (Balsam), Ltd., 2c, Balsam
Hill, S.W.12 (100 yards Clapham South Tube). Batt.
1107 8-9. (C2044)

ROYS offer: 1946 Standard 12 saloon, magnificent
condition; £365; h.p. and exchanges—Roya Auto-
mobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town
Tube Station). Euston 2700 and 8894. (C1059)

£255—1947 Standard 12 de luxe, in excellent
condition with 1948 model, spotless condition
an irreplaceable bargain, a drop head coupe in
immaculate condition, 3 months' guarantee; hire purchase
exchange.

L AMBS, Finchley Showrooms, 421-423, High Rd.,
Finchley 6221. (East Finchley Underground.)

STANDARD 14

SCOOT CARS offer:—

1947 Standard 14 drop head coupe, radio, ex-
cellent condition; £390.

SCOOT CARS, 347, Finchley Rd., London, N.W.3.
Hampstead 2100-8676. (C4016)

STANDARD 14hp, 1948, very good condition
new tyres, taxed end year; £400. Box 1141. (1250)

£185—1939 Standard 14 saloon, clean car, terms,
£400—Autoserv, 5, Balsam Hill Rd., Balsam
1509. (C1009)

TANKARD & SMITH, Ltd. offer 1947 Standard 14
saloon, black with red leather, one owner, exceptional
condition throughout; £585; three months'
guarantee, hire purchase exchange.

£385—1948 Standard 14 saloon, £585; three months'
guarantee, hire purchase exchange.

STANDARD 20

LATE 1936 Av. 1 drop head coupe, 20hp, exception-
ally good mechanically, excellent tyres, radio, tax-
ed; £115. Gee & Stone, 5, Old Devonshire Rd.,
Balsam, S.W.12. Balsam 7898. (1525)

STANDARD VANGUARD

A CRES offer:—

1950 Standard Vanguard, grey, unmarked, as new;
£395.

CHES AUTOS, Ltd., 196-198, Streatham Hill, Lon-
don, S.W.2. Tulse Hill 1909. (C1002A)

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1953 Standard Vanguard Phase I saloon, absolute-
ly new throughout, 4,000 miles only, £595.

HIRE purchase terms on the spot with no references
or formalities of guarantors; part exchange on
your present motor cycle or car; over 200 cars under
£400 to choose from.

RAYMOND WAY, 20a, connecting all branches and de-
partments (Kilburn Park Station, Bakerloo line, 1405
yards).

CAR MART, 1-1.

1953 Standard Vanguard Phase I saloon, radio,
heater, 7,000 miles; £650.

1951 Standard Vanguard saloon, 19,000 miles;
£525. Car Mart, Ltd., 320, Euston Rd., N.W.1.
Euston 1212. (1405)

BJ HUNTER, Ltd. offer:—

1951 52 Vanguard saloon, on owner, remarkable
order throughout, £625.

B 4 SENTER, Ltd., 32, Cricklewood Broadway,
N.W.2. Tel. Gladstone 603. (C2046)

1952 Estate car with overdrive, blue, red interior,
12,000 miles, spare unused; £665. D. Rough
25, Carlton Drive, Leigh-on-Sea. Tel. 78997. (1405)

STANDARD VANGUARD

OVERSEAS CARS, Ltd. offer:—

1952 Standard Vanguard saloon, grey, red leather,
heater, one owner, exceptional condition; £650.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Ken-
sington, S.W.3. Tel. Kensington 7475. (14031)

HA SAUNDERS, Ltd. offer:—

1952 Standard Vanguard saloon, black with red
upholstery, heater, recorded mileage 9,500,
£615. (C2027)

836—842, High Rd., N.12. Hillside 5272 (8 miles).
Burton 14020.

PHILIP RICKARDE, Ltd. offer:—

1953 Standard Vanguard Phase II, black, 10,000
miles, part exchanges, deferred terms, £4.

Brick St., Park Lane, London, W.1. Grosvenor 4/2/3. (C1051)

BURG & INOLIS MOTORS, Ltd.

NEW and unregistered Vanguard available from
part exchange, your present car or motor cycle taken in
part exchange; enquiries welcomed. 38-52. Dudden
Hill Lane, N.W.10. Willesden 4669. (C4017)

MCKINNON MOTORS, Ltd. offer:—

1951 (Nov.) Vanguard saloon, comet blue, red
leather, 11,500 miles only, genuine, one owner,
immaculate condition interior and exterior;
£675.

MCKINNON MOTORS, Ltd., 139, Lambeth House, Staf-
ford Rd., Wallington, Surrey. Established 1906.
Tel. Wallington 3404. (C1020)

CHARLES RICKARDS, Ltd. offer:—

1951 (Nov.) Standard Vanguard, finished comet
blue with red leather, 16,000 miles, taxed, in
exceptional condition throughout; £565.

ALSO a good selection of genuine low mileage cars,
offered with our 3 months' guarantee.

56—Baywater Rd., W.2; next door Lancaster Gate
Tube Stn., 5 mins. from Marble Arch. Pad.
1220.

GUY SALMON AUTOMOBILES, Ltd. offer:—

1952 Standard Vanguard estate car, 18,000 miles,
one owner, excellent condition; £695. Port-
smouth Rd., 11, Portsea. (C4001)

W. J. BROWN, Ltd. Established over 30 years.

1949 Standard Vanguard saloon, grey, red up-
holstery, heater; £395. Finchley Rd., N.W.3. Hampstead 4414. (C1025)

D. J. SHEPHERD & Co. (Enfield), Ltd. offer:—

1952 Standard Vanguard saloon, green, excellent
condition throughout, fitted H.M.V. radio,
taxed, £650. D. J. Shepherd & Co. (Enfield) Ltd.,
496, Herford Rd., Enfield. Howard 1631. (C4003)

BERKELEY SQUARE HOUSE GARAGE, Ltd. offer:—

1952 late Standard Vanguard, black, leather,
heater, 7,000 miles; £625. (C1050)

BERKELEY Square, Grosvenor 345. (C1050)

1953 (April) Vanguard 5,000 miles; £725. Beau-
tiful. (C1050)

1952 16,000 miles; £650. Mansfield Autos, Ltd.,
Euston 2587. (C1050)

1952 Standard Vanguard saloon, one owner colour
blue, £550.

1950 Standard Vanguard saloon, one owner, leather,
heater, £465. D. P. Dave, Ltd., 69, Broadway, W.19.
Liberty 3436. (C1057)

NEW Standard Vanguard Phase II saloon, immediate
delivery, list price—Mayfair 5242. (C1050-1)

£385—late 1949, leather, heater, immaculate—
Vaue Cars, East Sheen, Prospect 7520. (C1058)

1949 The cheapest and best 1949 Vanguard
offered with heater and excellent tyres, care-
fully used, irreplaceable at this price. Below.

£455!!! 1950 Vanguard saloon, leather and heater,
absolute gift; 5 months' guarantee, hire
purchase exchange.

L AMBS, Finchley Showrooms, 421-423, High Rd.,
Finchley Underground.) (C1020)

1953 (July) Standard Vanguard Phase II saloon,
one owner, 2,400 miles, £750. Jack Oeding 550. (C1030)

1951 (October) Vanguard, 10,000 miles; £755—John Gray
20, Hermitage Lane, N.W.2. Speedwell 1242. (C1026)

1949 (November) Vanguard saloon, black with red
interior, super condition throughout; £555.
Robins East Putney Tel. 4561. (C1050-0)

1951 (November) Standard Vanguard saloon
leather and heater, low mileage; £525—P. E. E. E. E. E.
Erskine & Sons, Ltd., Tel. Woking 550. (C1051)

1953 Phase II Vanguard, 550 miles; £755—Evans
& O'Malley, Ltd., Lowndes St., Knightsbridge,
S.W.1. Tel. Sloane 1555 or 1709. (C1056)

1953 Vanguard saloon, 4,000 miles, as new; £745.
Bells Service Garages, 144, London Rd., Kingston
Kingston 1185. (C1016)

NEW Vanguard Phase II saloon, metallic blue/red,
list price—Gordon White & Co. Ltd., Gerrards
Cross 2077. (C1055)

1952 Vanguard, 6,000 miles; £750—Smith & Hunter Ltd., 576,
Kennington High St., London, W.14. Tel. Western 2512. (C1019)

1950 Vanguard saloon, radio, seat covers, 27,000
miles, excellent condition throughout, £620—
Beardmore, 26, Queensway, W.2. Bayswater 0156. (C1015)

1952 (July) overdrive Vanguard saloon, 6,000 miles;
£625; drive 50 miles to purchaser—
White Walls Woodstock View Shoreham-by-Sea
Tel. 2210. (C1056)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

A RCHIE SIMONS CO. LTD.—1953 Standard Vanguard saloon, grey red leather, nominal mileage, one careful owner since new; £545—94, Gt. Portland St., W.I. Lan. 1543. [C4013]

1953 (September) Vanguard Phase II saloon, 500 miles only, black Tykan upholstery, cost £556, as new, bargain; £765—Ruslip Motors, Ltd., West End Rd., Ruslip. Ruslip 4540. [C1520]

1951 Vanguard, black with red leather, one owner, throughout, £575—Miles Motors, 60, High Uxbridge Tel. 125-2667. [C15070]

1952 (February) Standard Vanguard saloon, colour grey, one owner, mileage 21,000, very carefully used; £595—Dixon's Garage, 154, West Hill Putney, S.W.15. Putney 0596. [C1075]

1951 (Nov.) Standard Vanguard saloon, comes blue, leather, heater, 16,000 miles, one owner, excellent condition throughout; £575—C. A. Petro, 42, North Audley St., W.I. May 3051. [C3043]

AUTOMOBILE, Ltd.—1950 Standard Vanguard estate car, colour green, grey leather upholstery, fitted heater, 28,000 miles, in original new condition; £595—Pippbrook Garage, Dorking 3891. [C1551]

J DAVY offers 1949 (November) Vanguard Estate car with hide trim, 24,000 miles only, one owner; £575—180-184, Kensington High St. (Western 9641), 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069]

£495—Standard Vanguard 1949, with 1953 engine and front brakes, leather, heater, 16,000 miles, radio, perfect in very exceptional condition throughout; £495—C. C. Paul, Ltd., 82 Bruton Place, W.I. Mayfair 0621/2. [C1540]

1953 Vanguard (registered December 1952), PI 5000 miles, blue, with heater, 5,000 miles, just as new; £595; trade and part exchange enquiries invited—O. W. Forrester, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

475 gns.—Standard Vanguard 1951 saloon, maroon, 24,000 miles, leather, radio, heater, one owner, very good condition; terms, exchanges; list, open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Standard Vanguard Cars Wanted

R OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

R EALLY good second-hand Vanguard estate required—Cobb, 30, Harley House, N.W.1. [W1066]

FULL value paid for Vanguard or similar—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

C A. PETO, Ltd., 42, North Audley St., W.I. wish to purchase immediately late model Standard Vanguard—May 3051. [W3045]

STANDARD MISCELLANEOUS

C ARRIS AUTO SALES, Ltd., Standard House, South End, Croydon, Croydon 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexley Heath and Dartford. [C0026/R]

Standard Miscellaneous Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Standard cars—150, Park Lane, W.I. Grosvenor 3434. [C073/R]

R OWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

M ARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15. [C1081/R]

Standard Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (1020). [C1606/R]

KJ MOTORS, Ltd., for spares, reconditioned units, Girling agents—Bromley, Kent. Rev. 3456. [C10367/R]

S TANDARD spares and replacement units—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29436. [C3010/R]

S TANDARD spares all models from 1954 by return of post; genuine factory replacement engines 1950 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 3486. [C0475/R]

S TANDARD spares all models from 1955; replacement units; complete overhauls, recirculating—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 3591. 1941 [C0522]

B ARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service—209, Balham Rd., S.W.17. [C1522]

M ARGATE, Kent.—Service and spares for all models. Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [C4752]

S TANDARD spares for all models; largest provincial stockists—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay, North Wales. Tel. 3322. [C0522]

L ANKESTER ING. Co., Ltd., distributors in Bury Lane 1911—Full range of spares, phone write or call; orders dispatched immediately—38-43, Eden St., Kingston, Kin. 511-4. [C0268/R]

H ALLS (FINCHLEY) Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1959 onwards; guarantee three months; Girling and Bendix stockists—Arcadia Ave., Finchley, N.3. Finchley 9068-9. [C0002/R]

STUDEBAKER

RHD 1952 Studebaker, low mileage, radio, heater, nylon covers—Tel. Bayswater 7435. [C1253]

1949 heater, power operated hood and overdrive, radio, excellent condition; £685—Taylor & Crawley, 53, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5215. [C4036]

£295—1939 (October) Studebaker 26hp. Completelyマンドーラ, sunroof, radio, one owner only, in almost faultless condition throughout, new tyres, fitted £100 down—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6490. [C1024]

SUNBEAM

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service—Shandon Garage, Abbeville Rd., S.W.1. Tel. 4505. [C0315/R]

CROWN wheels and pinions for every model of Sunbeam—Barlow & Chidlaw, Ltd., Pendleton, Manchester, 6. [C1921]

SUNBEAM-TALBOT

R. F. FUGGLE, Ltd.—1950 sunbeam-Talbot 80 convertible coupe, two after and in splendid condition throughout; £645. [C1065]

R. F. FUGGLE, Ltd.—Bushey Heath, Herts. Tel. 1685. [C1027]

BOON & PORTER, Ltd.

1939 3-litre saloon grey, radio, heater, loose covers, exceptional condition; £225—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022]

BRADSTOCK MOTORS offer:—

£650—1951 Sunbeam-Talbot 90 sun saloon. Mark II black red leather, one owner, fitted H.M.V. radio, heater, mirror, clock, excellent condition throughout; terms, exchanges—Chase Rd., Epsom. Tel. Epsom 633. [C1209]

B. J. HUNTER, Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon, carefully used; £595—J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

OVERSEAS CARS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, exceptional condition throughout; £850.—For other Overseas car inquiries, see page 17. [C1064]

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051]

WARWICK WRIGHT Ltd., offer:—

1952 Sunbeam-Talbot 90 coupe, heater, black, 14,000 miles; £795. [C1065]

1953 Sunbeam-Talbot 90 saloon, radio and heater, Sapphire blue, 4,000 miles; £995. [C1066]

WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

METROPOLITAN MOTORS, offer:—

1951 Series Sunbeam-Talbot 90 saloon, fitted all extras, taxed one owner since new and in excellent condition; £775. [C1067]

1951 Sunbeam-Talbot drop head, one owner, perfect condition; £715.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C1327]

GUY SALMON AUTOMOBILES, offer:—

1953 Sunbeam-Talbot 90 saloon, 1,600 miles, at considerable saving under £1,050. [C1068]

1950 Sunbeam-Talbot 90 drop head coupe, heater, A/c, Rimbellishers, excellent condition; £625. [C1069]

1950 Sunbeam-Talbot 90 drop head coupe, 12,000 miles, H.M.V. radio; £650—Portsmouth Rd., Thames Ditton. Emberstock 5551-2-3. [C4001]

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Series Sunbeam-Talbot 90 saloon, fitted all extras, taxed one owner since new, 16,000 miles and in immaculate condition; £775.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Sunbeam-Talbot 90, foursome drop head coupe, £825. [C1070]

COOMBS & SON (GUILDFORD), Ltd., Portsmouth Rd., Guildford 629078/9. [C1057]

1947 Sunbeam-Talbot 2-litre sal., grey, 32,000 miles, ex cond. [C1058]

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029]

1950 Sunbeam-Talbot Mark I drop head coupe, new hood, in first-class condition; £650. [C4053]

1950 (Sept.) Sunbeam-Talbot 90 saloon, bronze, with red leather, one owner, 12,000 miles, as new; £660.—Below. [C1069]

1950 (Feb.) Sunbeam-Talbot 90 saloon, black, with red leather, 34,000 miles, as new; £650.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C1597]

SUNBEAM-TALBOT 80, grey, 30,000 miles, good condition—August 1949, first £520-16, £110. [C1369]

Newcastle-on-Tyne. Tel. Newcastle 59425. [C1369]

1951 Sunbeam-Talbot drop head coupe, 31,000 miles, specially tuned; £725.—Anthony Catterham 2232-3. [C1063]

225 gns.—Sunbeam-Talbot 90, 1953 model Mark II A sports saloon, black, sliding head, red leather, one very careful owner, 7,500 miles, practically new, original cost £1,350; terms, exchanges—Rowland Smith, below. [C1064]

295 gns.—Sunbeam-Talbot 10, 1939 sports saloon, copper bronze, sliding head, fawn leather, good condition; terms, exchanges; list, open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6441. [C4018]

SUNBEAM-TALBOT

CAMDEN MOTORS for Sunbeam-Talbot—90 saloon, 1950 model (late 1949 delivery), a one-owner car in attractive condition all round, reasonably moderate mileage; £655. [C1065]

CAMDEN MOTORS for Sunbeam-Talbot—90 saloon, 1951, a one-owner model, equipped with many costly extras, built-in H.M.V. pressurised radio, heater, screenwash, etc., an immaculate low mileage specimen; £745, also a similar low mileage 1951 model with no wireless, £695. [C1066]

CAMDEN MOTORS for Sunbeam-Talbot—10hp sports saloon, 1951, in amethystic grey, fitted radio, etc., a real 'nice' car of reasonable low mileage, offered at the most competitive price of £475. [C1067]

CAMDEN MOTORS for Sunbeam-Talbot—2-litre 14hp sports saloon, 1948, another golden opportunity to acquire a fast, modern motor car in delightful mechanical condition; £475. [C1068]

CAMDEN MOTORS the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

Sunbeam-Talbot Cars Wanted

C

M

C M THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars—320, Euston Rd., N.W.1. Euston 1212. [C1056/R]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

£485 1950 Vauxhall Velox, black, one owner, 2,000 miles, immaculate.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2101. [C1035]

Vauxhall 1952 Wyvern saloon, 15,000 miles, £690. Bartlett, 27a, Peninsular Villas, W.11. [C1015]

1953 (September) Vauxhall Velox, black saloon, 50 miles only, £775. Larkswood 8677. [C1045]

£445 Vauxhall Velox saloon, 1949 model, bronze beige leather, moderate total mileage, outstanding opportunity.

£595 Vauxhall Velox saloon, Jan. 1951, an immaculate specimen in black, fitted heater, one owner and genuine low mileage, also one in pastel grey.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. C2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1950 Vauxhall Wyvern, £515. Hillingdon Motors, 325, Long Lane, Western Avenue, Hillingdon. Tel. Uxbridge 412.

1953 (September) Vauxhall Velox, 700 miles, £650. radio, heater, wind. mirrors. [C1049]

1949 Vauxhall Velox, radio, one owner, £450. Hillingdon, 20th century, 6. Rodmarton Mews, Dorset St., W.1. Weissen 9611. [C2066]

£525 Vauxhall Wyvern saloon, late 1950, in pastel grey, leather upholstery, built-in heater, nominal mileage and a nice car all round.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. C2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1950 Vauxhall Wyvern saloon, beautifully kept, car, chassis excellent, bodywork unmarked, £485. Per. 7366. [C1050]

VAUXHALL Velox, November, 1951, new type, immaculate car, £675. Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 1111. [C10451]

1950 Vauxhall Wyvern saloon, one owner, immaculate, guaranteed, £470, payments.

Vaughan, 17, Astwood Mews S.W.7. Pro. 1519. [C10458]

1950 Vauxhall Velox, heater and radio, good order throughout, £495. W. T. Dunn, Ltd., 307, Euston Rd., N.W.1. Tel. Euston 3105. [C10454]

1953 (Sept.) Vauxhall Wyvern saloon, 100 miles, £610. E810. Autowork, Ltd., Winchester, 4854. Winchester 4854.

1952 Vauxhall Wyvern, one owner, £675. L. F. Dove, Ltd., 69, Broadway, Wimborne. [C1077]

1951 Vauxhall Wyvern, exceptional order, £585. Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C10419]

1951 Vauxhall Velox, black/brown, 21,000 miles, virtually as new, one owner, £545. Bruce, France, 8a, Cromwell Mews, South Kensington. Pro. 0513. [C10214]

GUY ALFREDS & Co., Ltd.—1952 Vauxhall Velox, G. radio, heater, small mileage, superb, £6.7. Warren St., W.1. Euston 3268. [C10368]

1950 Vauxhall Velox, one careful owner, 24,000 miles, £495. Dunham & Haines, 46, Castle St., Luton 2100. [C1079]

1949 (July) Velox, black, radio, heater, 30,900, engine reconditioned, £430. Baker, 159, Goustone Rd., Whyteleafe, Surrey. Uplands 6262. [C10372]

1952 Wyvern, mileage 5,000, square engine, heater, £725, would take chassis car in part exchange, 82, Ambley Rd., Portsmouth. Tel. 70621. [C1067]

TANKARD & SMITH, Ltd., offer 1950 Vauxhall Wyvern, black with brown leather, radio, nominal mileage, exceptional condition; £535; 3 months' written guarantee.

TANKARD & SMITH, Ltd., offer 1950 Vauxhall Wyvern, green with green leather, heater and radio, excellent condition throughout, £495; 3 months' written guarantee. 194-198, King's Rd., Chelsea, S.W.3. Fiamman 4801-23. [C1026]

J. DAVY offers 1949 series Velox, heater, etc., in excellent condition at £490-180-184, Kensington High (West) 96941, and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069]

1952 (Sept.) Wyvern, dark blue, square engine, heater, covers, negligible mileage, really immaculate condition; £750. H. A. Saunders, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C10404]

1950 Vauxhall Velox, satin bronze, brown leather, £525. Seymour & Clements, Ltd., 38, Watford Rd., Hendon Central, N.W.4. Hendon 2146. [C10007]

1951 radio, heater and other extras; carefully used by mechanical engineer, this car has a left-hand drive and an exceptional car offered at the low price of £495. Fletcher, Mo. Orange, Shrewsbury. Tel. 4210. [C1026]

1951 radio, heater and other extras; carefully used by mechanical engineer, this car has a left-hand drive and an exceptional car offered at the low price of £495. Fletcher, Mo. Orange, Shrewsbury. Tel. 4210. [C1026]

1952 (June) Vauxhall Velox, 1952 model saloon, metallized chrome green, radio, heater, one ownership, 4,000 miles, £650. Vauxhall main dealer, 1953, 10,000 miles, £665. Vauxhall main dealer, 1953, 10,000 miles, £665. [C4018]

1953 (June) Vauxhall Velox, 4,000 miles, Caribbean blue, radio, heater, screenwash, Rim bellhoppers, clock, badge bar, built-in reversing lights, etc., must be the finest Velox in country; £695. terms of £100 deposit, owner car in part exchange. 201, New Rd., Portsmouth 73592. [C1053]

1952 series Velox 18hp latest streamlined saloon, guaranteed 16,000 miles only, sparse unused, finished black, leather upholstery, fitted radio, heater, reverse light, spotlamp, cigar lighter, taxed to December, as new throughout; trade enquiries welcomed. Motorists (London) Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018]

Vauxhall Wyvern and Velox Cars Wanted

FULL value paid for Velox or similar, 54, Streatham Hill, S.W.2. Tuise Hill 2676. [W3016]

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in excellent condition throughout.

SLECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328.

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1953 Vauxhall Wyvern, blue, 4,000 miles only, high quality, new parts fitted, as new, £785.

1950 moderate mileage, in first-class condition throughout, £575.

1946 Vauxhall 14hp saloon, mechanically excellent, almost new tyres, body exceptionally smart; £425.

1947 (December) Vauxhall 12hp saloon, black with brown interior, almost new tyres, recently fitted with reconditioned engine, body and interior perfect; £425.

1947 (June) a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhalls, including latest models. [C2032]

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737. Gregory's of Uxbridge. [C0303/R]

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Distributors, 7-15, Peter St., Manchester, 2, for sales, service and parts. Didsbury, 01200 (Add. 1817). Didsbury (Didsbury 3446), Manchester (Blackfriars 8867), Stretford (Trafford 3511), Wilmslow (Wlo. 4932). [C2025/R]

Vauxhall Miscellaneous Cars Wanted

COLBORNE GARAGE Ltd., Ripley, Surrey.

THE Volkswagen People's official main dealers; all

and painting on premises, open for reception week-

ends; we can now offer our well-known reconditioned

models in latest maker's colours at £475 for imme-

diate delivery. Tel. Ripley 2361. [C0373/R]

VOLKSWAGEN, 1948, recent overhaul, any trial. [C15/24]

CLOTHORPE HALL St., Huddersfield 6236. [C1538]

GUY ALFREDS & Co. Ltd.—1949 Volkswagen, cut-

ting standing condition, right-hand drive. 6-7, Warren St., W.1. Euston 3268. [C1005]

1947 Volkswagen saloon, good condition; £265. [C3045]

VOLKSWAGEN registered in 1950, right-hand drive, [C15/24]

Vde luxe, English leather, latest modifications, radio, [C15/24]

heater, the best second-hand VW in the country; £550. [C15/24]

Taylor & Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. [C4036]

V&F MONACO MOTORS, the only Volkswagen

specialists in London, offer you their

unique experience obtained in three years of servicing

and repair of more than 1,000 Volkswagens; we con-

centrate exclusively on the Volkswagen and handle no

other type of car. Volkswagen spares stocked; Volkswagen cars bought and sold. [C15/24]

V&F MONACO MOTORS—1947 Volkswagen, re-

conditioned throughout, recirculated maroon, [C15/24]

reupholstered, rechromed, immaculate condition, all

round, £415. [C15/24]

V&F MONACO MOTORS—1947 Volkswagen, [C15/24]

very good condition, black, radio; £315. [C15/24]

V&F MONACO MOTORS—1946 Volkswagen, one

owner, 20,000 miles, black, excellent condition, [C15/24]

V&F MONACO MOTORS—1947 Volkswagen, ex-

cellent condition, one owner since new, 45,000 miles, black; £275. [C15/24]

V&F MONACO MOTORS, 3a, Wetherby Mews, [C15/24]

V&F MONACO MOTORS, Earls Court, S.W.5. [C4657]

Volkswagen Cars Wanted

RICHARDS & CARR buy Volkswagens. 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

V&F MONACO MOTORS.—The Volkswagen

buyers. 3a, Wetherby Mews, Earls Court, S.W.5. [C3000/R]

Volkswagen Spares and Service

V. W. MOTORS, Ltd.

GENUINE spare parts may now be obtained from

the sole concessionaires, 75/85, Davies St., (entrance in Weighouse St.), Tel. May. 6718. [C0647/R]

MOONS MOTORS Ltd., at their Davies Street (May-

fair 2351) and Dorset Road (Weighouse 7800) branches have factory trained mechanics and offer full

service with repairs and parts facilities. [C0555/R]

WILLYS

ROY'S offer first registered 1948 (1941 model) Willys

Knight 16 modern streamlined saloon, rim em-

bellies, excellent performance and condition, taxed,

£265. H.P. and exchange. Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town tube station). Euston 2700 and 8594. [C5059]

Willys-Overland Spares and Service

JACK OLDFING & Co., Ltd., Willys-Overland Distribu-

tors for the United Kingdom, Audley House, North

Audley St., W.1. Mayfair 5342. [S3050/R]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distribu-

tors. Wolseley 6/80 saloon, black with brown

leather, 15,000 miles, one owner.

1946 Wolseley 12hp saloon, black brown upholstery,

very good condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. [Mayfair 5051] and 12, Chelsea Manor St., S.W.3. [Fiammar 8181].

CRES offer. [C0468]

1947 Wolseley 14, black with brown leather uphol-

stery, H.M.V. push-button radio fitted, in

immaculate condition. £225. [C1003]

ARES AUTOS, Ltd., 10 & 11, Ascot Parade, Clap-

ham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1003]

1950 (July) Wolseley 6/80, grey, really exceptional

one-owner car; £475; hire purchase, ex-

changes.

HAROLD WEBB MOTORS, Ltd., 765-7, Romford Rd.,

Manor Park, E.12. Ilford 3151. [C1953]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

RAYMOND WAY.
RAYMOND WAY of Kilburn.
RAYMOND WAY. The hire purchase specialists.

1951 Wolseley 6-80 saloon, extremely immaculate throughout, fitted radio and heater, 23,000 miles, one owner; £695 guineas.

HIRE Purchase terms on the spot with no references, no formalities or guarantees. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. **R**Maid's Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards.) [C10407]

ELITE MOTORS offer:—

1947 (October) Wolseley 14-60 saloon, green/brown, one owner; £449.

1938 (September) Wolseley 12-48 saloon, black/green, really clean condition; £265.

1937 Wolseley 14-56 saloon de ville, one owner till 1953, super condition; £265.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (4 lines). [C2005]

RC. WIMBUSH, Ltd., offer:—

1953 (October) Wolseley 6-80 saloon, grey, heater, works mileage.

312 Earl's Court Rd., S.W.5. Fremantle 8401. [C4056]

H. BEART & Co., Ltd., offer:—

1953 (April) 6-90 Wolseley saloon, fitted H.M.V. all-wave radio, genuine mileage 6,000, like new brand new throughout; offered at substantial saving on present list price.

1947 14-60 saloon, probably one owner since new, very carefully maintained; £395—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081]

PHILIP RICKARDS, Ltd., offer:—

1953 Wolseley 4/44, grey, 6,000 miles, perfect; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [C5051]

ANDOVER MOTOR Co., Ltd., offer:—

1953 (July) Wolseley 4-44 1,500 miles only, green with green leather, heater, twin spot lamp; £885—Andover, Hants. Tel. 3405. Open week-end. (Sundays inspection only.) [C1003]

CASSE'S MOTOR MART, 1939 Wolseley 11 saloon, genuine, 36,000 miles; £350.

1947 Wolseley 14/60 saloon, private owner; £475; written guarantee.—S. Warren St., W.1. Euston 5522. [C1040]

4-44 Wolseley black saloon, 2,000 miles; £840—Cranmore, Tel. 2040 Potters Lane. [C1062]

£165 each—1936 Wolseley drop head coupe, also 1937 14hp saloon, terms below.

£225 1939 Wolseley 14 saloon, superb condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509.

CAMDEN MOTORS for Wolseleys.—6-80 saloon, 1951. Quite an immaculate car, fitted heater, low mileage; £595.

CAMDEN MOTORS for Wolseleys.—10hp 4-door saloon, de luxe 1939, identical to its post-war successor, a smart, serviceable car, good black finish, spick and span interior, delightful runner; £295.

CAMDEN MOTORS FOR WOLSELEY.—Also pre-war 12hp and 14hp Wolseley 8 saloons, 1934-5, and III models in a very good state; 1948 one owner 18hp model.

CAMDEN MOTORS for Wolseleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

GUY ALFREDS & Co., Ltd.—1952 Wolseley 6/80, privately owned—6-7, Warren St., W.1. Euston 5266.

1937 Wolseley 10/40, good condition, recently resprayed—best offer over £160. Tel. 11456.

1948 Wolseley 8 saloon, one owner, splendid condition; £355.—C. W. J. Coles (Croydon), Ltd., Bland Rd., South Croydon. Croydon 0075. [C1485]

1936 Wolseley 14, good mechanical condition, clean coachwork, heater, fog lamp, taxed and insured; £160—6, Bryn Rd., Walthamstow. E.17. [C1496]

BARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston Tel. 3348. [C1045/R]

1947 Wolseley 18 saloon, clearance bargain; £275.—A. Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1017]

1946 Wolseley 14/60 saloon, black, tyres as new; £585.—F. Dove, Ltd., 111-115, Adelcombe Rd., Croydon. Addiscombe 3068. [C1076]

1952 Wolseley 6/80 saloon, radio; £750.—Gordon Cars (London), Ltd., 375, Euston Rd., N.W.1. Euston 6611. [C2028]

WOLSELEY

1951 14-56, 1957 model saloon, sliding head, leather, good condition; terms, exchanges. Rowland Smith, below.

59 gns.—Wolseley 18, 1935 saloon, sliding head, leather, good condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [C4018]

1953 Wolseley 6/80 saloon, radio, heater, etc., £300 miles, only. 5225—Green & Sons, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 5325. [C2028]

£250—Wolseley 25hp 1939 saloon, exceptionally good; any inspection one owner.—Marsh 5, Brambley Grove, Morley, Leeds. Tel. Morley 1579. [C1287]

1948 Wolseley 18hp saloon, one owner; £350.—F. W. D. Dove, Ltd., 69, Broadway, Wimbledon 18. Liberty 5456. [C1077]

JNAYLOR & ROOT.—1950 Wolseley 6-80 saloon, grey, brown hide, heater, excellent value; £565; written guarantee.—25, East Hill, Clapham Junction, S.W.16. Batty 2232. [C1022]

£175—A very clean 1956 Wolseley 16 saloon, in excellent mechanical order, twin spots, twin horns, taxed year, deferred terms.—Automo, Hampstead 3430. [C1037]

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HENLYS, Ltd., 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire.—Tel. Blackfriars 7843. [0603/R]

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TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [N4029]

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F. DOVE, Ltd., main dealers and vehicle distributors, Austin—see all the models at 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [N1077/R]

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IMMEDIATE delivery, Princess saloon, colour black; also A70 saloon, A40 Countryman and 400; exchanges and deferred terms.—Larkins Engineering Co., Ltd., 59-64, Eden St., Kensington, Tel. 3151-2. [0265/R]

J. DAVY (direct agent) offers new A40 or A70 Countryman for immediate delivery; orders accepted for other models.—180-184, Kensington High St., Ken. 9641 and 215, Brompton Rd., S.W.3. Ken. 1108. [N1068]

SHERRINE and Princess saloon, 16hp hire car, A70, A40, A30 and all commercial models.—Prynn & Stevens, Ltd., The South London Austin Depot, 57, Acre Lane, S.W.2. Tel. 550-551. Repair and service to Austin exclusively.—Tel. 1155-1200, Streatham 7352. [0689/R]

IMMEDIATE delivery, new Austin A70 Hereford saloon, grey hide leather: at the new list price of £845, part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [N4008]

TO be sure of early delivery you cannot do better than call at Ferraris or Crickwood to see their unique motor show of the most wanted Austin cars, bring your family and friends, free refreshments from 3 p.m.; the show is open week-days from 8 a.m. to 8 p.m. from the 21st to 31st October.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

BENTLEY

CAR MART, Ltd.

OFFICIAL retailers, will be pleased to accept orders for future delivery for the Bentley Mark VI with standard or special coachwork.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5454. [N1039/R]

GROSE Ltd., Northampton. [N1039/R]

OFFICIAL Bentley retailers

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540.

RIPPON BROS. Ltd., the largest Bentley and Rolls-Royce distributors of Main VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0569/R]

BENTLEY

DAVID ROSENFIELD, Ltd. OFFICIAL Manchester Bentley and Rolls-Royce retailers.

SHOWROOMS: 1-5 Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.

MANCHESTER, 8. Tel. Blackfriars 2302. [0506/R]

LAUGHTON GOODWIN & Co., Ltd., offer:—

IMMEDIATE delivery of new Bentley Standard Sports saloon, black with tan hide, list price including purchase tax £4,592/15/10 (Subject unsold); terms and exchanges.—George St., Kidderminster. Tel. 2255-6-7. [0951]

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1953 Bonds, Sharp's commercials, Minitrucks and Bond approx. 14 days delivery; special models of Bond new and unregistered 1952 B type Minicars at the greatly reduced price of £229/16/2 including purchase tax; cars, motor cycles, etc., willingly taken in exchange.—Carleson Bridge, N.W.6. Maida Vale 6044 (20 lines). [0839/R]

BOND MINICAR distributors: see, try, pay deposit and drive away in the world's most popular minicar; all the latest models from £250 or £30 deposit, balance over 18 months; exchanges welcomed.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0682/R]

BORGWARD

METCALFE & MUNDY, Ltd., main agents for the new Borgward sedans and sports cars, 9 different models, immediate delivery.—280 Old Brompton Rd., S.W.5. Tel. 5471/216-7. [N3064]

BRISTOL

KEVILL, DAVIES & MARCH, Ltd. OFFICIAL Bristol retailers.

41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [N2434/R]

FRARY MOTORS, Ltd., Old Windsor. Windsor 2-2. Agents for Beric. Latest 403 model available for demonstration. [0964/R]

BRISTOL in the Western Counties, new and used cars models service and spares; advantageous delivery, new cars: sole distributors.—Charles Crickshank Motors, The Centre, Bristol, Tel. 25280. [0331/R]

THONY CROOK.—Latest models 401 with all modifications on view now at Anthony Crook Motors, Ltd., leading distributors of Bristol cars.—Caterham Hill, Surrey. Tel. 181-205. [N1031/R]

SCOTLAND and Northern England. Latest type 403 for full particulars.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0732/R]

BUICK

BUICK.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albermarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [0396/R]

CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albermarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [0326/R]

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—15-18 Upper St., Martin's Lane, W.2. Tel. Temple Bar 2-2121. Distributors for London and Home Counties. [N1027/R]

CITROËN

A. OE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Elgar 5585 (15 lines). [N1000]

NEW CARS FOR SALE

CITROEN

C.M.I. CAR SALES.

OFFICIAL agents Citroen cars; quick delivery; exchanges; hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Tel. 6623. [1N1051]

C. G. NORMAN & CO.

SOLE distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [1N297/2]

H. W. MOTORS, Ltd., offer:—

CITROEN Light 15 de luxe saloon, finished metallic red with maroon leather upholstery, sunshine roof; £985.—H. W. Motors, Ltd., Walton-on-Thames 2404-5. [1N202]

CITROEN Distributors, Friary Motors, Ltd., Straight Rd., Old Windsor. Windsor 2003-5. [1N92/2]

CITROEN Light 15 saloon, grey with red hide; immediate delivery.—Robbins, East Putney. Tel. 4581. [1N5010]

CITROEN Light 15 and Big 15; early delivery 6-cyl.—Hindhead Motor Works, Hindhead, Surrey. Tel. 665. [1C2061]

CITROENS.—Immediate delivery all models; terms, exchanges.—"Motor House," Stoulton, Worcester. Tel. Peletons 275. [1N3425]

CITROEN 15 G. Truscott, Ltd., official agents; immediate delivery; exchanges; deferred terms.—175, Westbourne Grove, W.11. Bay. 4274. [1N4055]

DAIMLER

DAIMLER Conquest saloon; £1,511.5/10.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [1N4053]

C. A. PETO, Ltd.—Daimler Conquest orders accepted for early delivery.—42, North Audley St., W.1. May. 3051. [1N5043]

DAIMLER Conquest, black/red leather, immediate delivery.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [1N1016]

NEW Daimler Conquest saloons for immediate delivery.—Chain Garages (Sales), Ltd., Hanger Lane, Junction Western Avenue, Ealing, W.5. Per. 3404-5. [1N1043]

DAIMLER Conquest saloon for early delivery and exchanges.—The Garage, 15, Old Street, or arrange meet our representative at Earls Court—Coventry Motor Mart, Ltd., London Rd., Coventry. Tel. 2146-7. [1N248]

DELAGE

SELBORNE'S, World Concessionaires.—82, Park St., W.1. [1N661/R]

DELAHAYE

SELBORNE'S, World Concessionaires.—82, Park St., W.1. [1N662/R]

FORD

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. CONSULT W. Harold Perry, Ltd., of North Finchley, before buying your new Ford Anglia, Prefect, Consul or Zephyr saloon.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [1N3042]

C. WIMBUSH, Ltd.

EARLY delivery Ford Zephyr; reasonable delivery all other models.

312—Earls Court Rd., S.W.5. Fremantle 8401. [1N4056]

ROWLAND SMITH'S for Ford.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [1N4018]

DAGENHAM MOTORS, Ltd., Ford main dealers

56 Park Lane, W.1. Hyde Park 4666, 374. Ealing Rd. Alperton 5522. Farnell 3382. And 8 and 12, Sandys Rd., Catford. S.E.6. Hither Green 4221. [1N1066]

FORD 8 Anglia saloon, new, for immediate delivery.—Surrey Car Co., 44, Richmond Rd., Kingston. [1N285]

JOHN S. TRUSCOTT, Ltd., official agents, immediate or early delivery; exchanges; deferred terms.—175, Westbourne Grove, W.11. Bay 4274. [1N4055]

NEW Fordson shooting brakes and trucks, quick delivery.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [1N2022]

IMMEDIATE delivery, Ford Anglia saloon.—British & Colonial Motors, Ltd., 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [1N1027]

KENTISH & THOMSON, Ltd., Ford dealers.—Part exchanges; welcome.—564-5, Wickham Rd., Shirley, Croydon, Springbank 3477. [1N2047]

NEW Anglia, green and beige, in stock for immediate delivery; £445.5 ex-works.—Northern Motors of Harrow, 189-194, Pinner Rd., Earrow 4444. [1N3025]

PRIDE & CLARKE, Ltd., for your new Ford exchanges; terms.—237, Brixton Hill, S.W.11. Tel. 3664-5. [1N1065]

ARTHUR E. GOULD, Ltd., main Ford dealers; Sales: Regent St., W.1, and 8-14, Meard St., Soho, W.1. W.C.1. Museum 6073. [1N656/R]

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding insurance.—219-221, Bulham High Rd., S.W.17. Bulham 4401 (5 lines). 104, Ford Rd., Folkestone 51222 (2 lines). [1N098/R]

TO be sure of early delivery you cannot do better than call at Ferraris of Cricklewood to see their unique models; show of the most wanted Ford cars; bring along your family and friends; free refreshments from 3 p.m. to 5 p.m. from the 21st to 31st October.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2354. [1N2009]

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Miller, Miglia and Fixed-Head Coupe models should be addressed to F. H. Peacock, Falcon Works, London Rd., Hounslow, Hounslow 6011. [1N478/R]

HILLMAN

ORDERS accepted now for new Hillman Minx; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd. 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [1N3011]

NUMBER

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

ROOTES Group Dealers.

NEW Humber Hawk saloon, immediate delivery; gunmetal grey, at list price; equitable h.p. facilities and part exchanges.

M. E. L. BOROUGH Works, Kenton. Tel. Wordsworth 7000. [1N1008]

CARRIS MOTORS, Ltd.—Number Hawk and Green 4585. [1N720/R]

S. M. AUTO Co., Ltd., Main Dealers for Rootes Hawk, 1500cc. [1N4600-4633]

NEW Hawk, black and red, on extras, available immediate delivery due to cancellation, £985.14.2 ex-works.—Northern Motors of Harrow, 186-194, Pinner Rd., Earrow 4444. [1N2027]

IMMEDIATE delivery new Humber Super Snipe; saloon finished in black with red upholstery, including purchase tax; £1,596.10.10.—Brew Bros., Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [1N1063]

JAGUAR

HENLYS, Ltd.

ENGLAND'S largest Jaguar distributors.

D. DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297). [1N1064]

HENLYS House, 385, Euston Rd., N.W.1 (Euston 4444). [1N1065]

MANCHESTER: 1-5, Peter St. (Blackfriars 7643). [1N155/R]

C. COOMBE & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

M. MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 52907-9. [1N244/R]

R. F. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [1N459/R]

JOWETT

DICKS.

JOWETT Javelin saloon de luxe; immediate delivery; part exchanges, deferred terms; maker's list price.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [1N1072]

C. of P.

DISTRIBUTORS.

IMMEDIATE delivery new Javelins.

SALES staff available throughout the week-end.

C. CLARKE'S OF PIRBRIGHT, Surrey. Brookwood 2201-2. [1N1049]

JAVELIN de luxe saloon; £957.7.6.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [1N4053]

COME to the specialists for anything Jowett.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 9144. [1N3028/R]

GROSVENOR GARAGE (BFD), Ltd., Jowett distributors for West Yorkshire. Manningham, Bradford 20801 (6 lines). [1N285/R]

JAVELIN de luxe and standard saloons in stock.

J. H. MONTGOMERY & Partners, Ltd., 9, Albemarle St., London W.1. Tel. Grosvenor 5551. [1N1018]

PRIDE & CLARKE, Ltd.—Jowett main agents, exchange your car now for de luxe or standard model; immediate delivery; terms.—Stockwell Rd., S.W.9. Brixton 6251. [1N147/R]

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906-7555. [1N054/R]

KAISER

KAISER sales, service, spares; sole concessionaires for Great Britain; see Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [1N039/R]

LAGONDA

PIPPBROOK GARAGE.—We are officially appointed agents for Lagonda and Aston Martin cars.—London Rd., Dorling 5891. [1N159]

LANCHESTER

GUY SALMON AUTOMOBILES offer:—

NEW Lancaster 14 saloon to full maker's specification, choice of colours, immediate delivery; list price £1,179.15.10. Portsmouth Rd., Thames Ditton Emberbrook 5551-2-3. [1N4001]

NEW Lancaster 14 saloon, black/red leather, immediate delivery.—Bells Service Garages, 144, Old Kent Rd., London E.1. Tel. 1185. [1N1016]

LANCHESTER 14 saloon for early delivery and exchange; write, phone or call or arrange to meet our representative at Earls Court—Coventry Motor Mart, Ltd., London Rd., Coventry. Tel. 2146-7. [1N249]

LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars.—Marshall (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [1N470/R]

MERCEDES-BENZ

A NEW motoring experience, contact the Scottish distributors for full particulars, latest models in stock. Ing. Automotrice Ltd., 1, Weston Park, Weston-super-Mare, 2620. Main agents in the West of Scotland, Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7598. [1N862/R]

M.G.

S. G. SMITH (MOTORS) Ltd.

M.G. T.D. sports from stock, any car or 4060. motor cycle taken in part exchange.—New Cross 15564. [1N564]

ROWLAND SMITH'S for M.G.

IMMEDIATE delivery new T.D. sports 2-seater.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube) (N.W.3). Hampstead 6041. [1N4016]

IMMEDIATE delivery, M.G. T.D.—British & Colonial Motors, Ltd., 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [1N1027]

NEW M.G. T.D. choice of colours, immediate delivery, terms, exchanges.—Gibsons Sports Cars (Christiansburg) Ltd., Lyndhurst Rd., Lyndhurst, Hants. Tel. 1681. [1N1396]

D. DAVY (official stockists) offer immediate delivery of M.G. T.D. 2-seater sports; exchanges welcomed.—180-182, Highgate Hill, N.5. New 941, and 15, Brompton Rd., S.W.3. Tel. 1105. [1N1068]

MORGAN

BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Langham 7795. [1N510/R]

MORRIS

ROWLAND SMITH'S for Morris.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube) (N.W.3). Hampstead 6041. [1N4018]

MORRIS Oxford saloon, £725.12.6. [1N2016]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [1N4053]

NEW Morris Cowley 10cwt van; list price; Broadway Motors, 6.7 High St., Hounslow. Hou. 1777. [1N1064]

PRIDE & CLARKE, Ltd., for your new Morris; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 5664.5. [1N1025/R]

W. L. ALEXISTER ENGINEERING Co., Ltd., immediate delivery; Morris Six saloon.—39-43, East St., Kingston. Kingston 515. [1N1264/R]

TO be sure of early delivery you cannot do better than call at Ferraris of Cricklewood to see their unique Motor Show of the most wanted Morris cars. Bring along your family and friends, free refreshments from 8 p.m. to 10 p.m. from the 21st to 31st October.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2354. [1N2008]

NASH

NASH cars, spares and repairs through Nash Concessionaires Ltd., only.—Nash St., Albany St., N.W.1. Euston 5559-9. [1N562/R]

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares; Blundell Heath Garage, nr. Lingfield, Surrey. Tel. Linfield 3588. [1N1022/R]

DSMOLD main dealers for London, Middlesex, Essex and adjoining Counties.—Lea Garage, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spares Parts; 7, Pembriodda Villas (Dr. Westbourne Grove), W.11. Baywater 6626-7. [1N257/R]

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

G. C. GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [1N199/R]

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 5400. [1N730/R]

PARAMOUNT

THE new Paramount.—The first production models of the new and exciting Paramount 4-door sports roadster will be in the very near future; full details model £625 plus P.T. £261/10.10 (total £886.10/10).

PRIDE & CLARKE, Ltd.—Jowett main agents, part exchanges and hire purchase terms available; full details from distributors for Great Britain.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [1N1055]

PEUGEOT

LANCASHIRE—Distributors for Peugeot cars, early delivery; Sales and Service.

F. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [1N1515/R]

TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain); 13, Brich St., Piccadilly, W.1. May 5383. [1N986/R]

GOLOCESTERSHIRE—Distributors for Peugeot cars, early delivery.—Sales and service department at County Garage, Cheltenham. Tel. 4596. Metropolitan Motors, Ltd. [1N497]

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chiswick, H.W.3. Flaxman 752-4. Also at Pontiac Works, Fernbank Rd., Epsom, Berks. [1N950/R]

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey. Sole Concessionaires. All services available. Tel. Ripley 2361. Cables Cobunswegen, London. [1N572/R]

RELIANT

WE offer reasonable delivery on the new 4-seater Regal coupe, price £239.10 plus £62.19/2 pur-

chase tax, 50 mpg 95 mph, the lowest priced car on the market terms.—Main Agents, Church Rd., Eng. Co., Ltd., Hadleigh, Essex. [1N4086]

RENAULT

GEORGE NEWMAN & Co., main London distributors for Renault—Sales and Service, 369, Euston Rd., N.W.1. Euston 4466 (12 lines). [1N5023]

NEW CARS FOR SALE

RENAULT

METROPOLIS GARAGES, Ltd., the Renault distributor for sales, service and spare parts for all models—1-31, MacLise Rd. (Olympia), W.14. She 5385-6-7.

AUTO SALES (LONDON), Ltd., are North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59/65, Belgrave Rd., N.W.6. Tel. May 5555.

RILEY

1½-litre, delivery ex stock, one only.—Montrose Motors, Wembley 2535.

H M BENTLEY & PARNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018]

C A. PETO, Ltd., Appointed Agents, Riley Sales and Service—42, North Audley St., W.1. May 3031. [N3043]

PRIDE & CLARKE, Ltd., for your new Riley, exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5.

IMEDIATE delivery, Riley 2½-litre saloon.—15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 5598.

JOHN S. WILCOX, an official agent, early delivery, exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay 4274. [N4035]

CLLARKE & SIMPSON, Ltd., Riley sales and service, for earliest deliveries of new models; orders accepted for delivery in rotation.—49, Sloane Square, S.W.3. Tel. Sloane 4707.

J DAVY (official stockists) offer immediate delivery of new 2½-litre saloon, exchanges welcomed—180-184, Kensington High St., Western 9641 and 215, Brompton Rd., S.W.3. Ken. 1108. [N1069]

RILEY 1½ and 2½-litre saloons for early delivery and exchanges, w.r.e. phone or call, or arrange to meet our representative at Earls Court—Coventry Motor Mart, Ltd., London Rd. Coventry. Tel. 2146-7. [N250]

ROLLS-ROYCE

CAR MART, Ltd. NEW Rolls-Royce Silver Wraith touring limousines by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 5434. [N1039/R]

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [N5320/R]

DAVID ROSENFIELD, Ltd.

OFFICIAL Manchester Rolls-Royce and Bentley retailers.

SHOWROOMS: 1, 5, Peter St., Manchester, 2.

'PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.

MANCHESTER. 8, Tel. Blackfriars 2302. [N561/R]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributor of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines).

ROVER

HENLY, England's leading Motor Agents. Rover distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287). NEW House, 385, Euston Rd., N.W.1. (Euston 4444.)

COME to the pre-war specialists for anything Rover.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 9144. [N3028/R]

COOHES & SONS (GUILDFORD), Ltd., for Rover sales and service.

Main agents for South-West Surrey. St. Catherine's Garage, Guildford 62907-9. [N4035/R]

GMOTORS, Ltd., Bromley main agents, offer delivery on all models.—Ray 3456. [N2671/R]

HENRY, W.1. (Riverside 4551). [N1018]

CROYDON Main agents: Leathwood's Garage, Ltd., 30, St. James's Rd., Croydon. Tel. 1222. [N063/R]

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—4481. [N4035/R]

NORTHAMPTONSHIRE and North Bucks—Grose, N. Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [N001/R]

RE. POWELL MOTORS, Ltd., East London area.—E. 7, Maryland 4818. [N0451/R]

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [N066/R]

PLYMOUTH. 2, Devon. E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists.—Alexander Rd., Plymouth. Tel. 5055. [N001/R]

LAND-ROVER

RE. POWELL MOTORS, Ltd., East London area.—R. E. Powell, 31, Romford Rd., Forest Gate, E.7. Maryland 4818. [N0452/R]

ROSENFIELD for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [N069/R]

SIMCA

To be sure of early delivery you cannot do better than call at Ferraris of Cricklewood to see their unique Motor Show of the most wanted cars and to have an exciting demonstration run in the Simca Aronde saloon. Bring along your family and friends; free refreshments from 3 p.m. The show is open week-days from 8 a.m. to 8 p.m. from the 21st to 31st October.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

SIMCA

ORDERS for the new Simca Aronde now accepted; reasonable delivery.—C. V. Rushmer, The Fiat Specialist, 39, Holland Park, W.11. Park 5731. [N3061]

SINGER

PRIDE & CLARKE, Ltd.—Exchange your car now for a new SIM1500, many other new cars available: terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. [N097/R]

SINGER—Birmingham and Midland distributors.

Henry Garner, Ltd. Showrooms, 221, High St., Derritton 12; Works, Alcester Rd., Moseley 13. [N1068/R]

THE Singer agents offer immediate delivery of all 1953 models; demonstrations, exchanges; deferred payments.—Automenders, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. [N0737/R]

STANDARD

ROWLAND SMITH'S for Standard.

IMEDIATE delivery new Phase II Vanguard saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

Offer early delivery with service on the spot; day and night garage.

BERKELEY Sq., London, W.1. Gro. 4343. [N0856/R]

KJ MOTORS, Ltd.—Standard, Triumph distributors for N.W. Kent, Ray 3456. [N0285]

IMEDIATE delivery Triumph Renown saloon. Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

PRIDE & CLARKE, Ltd.—Immediate delivery Triumph Renown at the new reduced price; exchanges terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. [N0741/R]

C. A. PETO, Ltd., offer immediate delivery of new Triumph Renown; list price.—42, North Audley St., W.1. May 3051. [N3043]

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery—Renown saloons, choice of colour.—39-43, Eden St., Kingston, Tel. Kin. 3151-4. [N0893/R]

TRIUMPH Renown saloon, black, fawn interior, H.M.V. radio, heater, overriders; immediate delivery every car at the new reduced price, £1,150/11.5. ex-works; part exchanges, and confidential payments scheme available.

MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [N3020]

To be sure of early delivery you cannot do better than call at Ferraris of Cricklewood to see their unique Motor Show of the most wanted Triumph cars. Renown saloon available. Bring along your family and friends; free refreshments from 3 p.m. The show is open week-days from 8 a.m. to 8 p.m. from the 21st to 31st October.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

TRIUMPH

ROWLAND SMITH'S for Triumph.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

Offer early delivery with service on the spot; day and night garage.

BERKELEY Sq., London, W.1. Gro. 4343. [N0856/R]

KJ MOTORS, Ltd.—Standard, Triumph distributors for N.W. Kent, Ray 3456. [N0285]

IMEDIATE delivery Triumph Renown saloon. Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

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FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Show-rooms:—

4-6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [N019/R]

KJ MOTORS, Ltd., main dealers for Bromley, Kent. Ray 3456. [N022/R]

ENTISH & THOMSON, Ltd., Vauxhall Dealers.—Part exchanges welcomed.—364-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [N2047]

VOLKSWAGEN

V. W. MOTORS, Ltd.

SOLO concessionaires Great Britain and Northern Ireland, Byron House, 7-9, St. James's St., London, S.W.1. Whi. 2901. Cars available for immediate delivery in the Greater London area. [N0648/R]

WILLIAM ARNOLD, Ltd.

VOLKSWAGEN distributors for S. Lancs, Cheshire and N. Wales.

SALES, repairs, service.

DEMONSTRATION car available.

UPPER Brook St., Manchester. 13. Tel. Ardwick 4361. [N0519/R]

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main dealers; full service facilities. Tel. Ripley 2361. [N0017.R]

WOLSEY

EUSTACE WATKINS, Ltd., sole London distributors: early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair 5551). [N4046]

WIMBUSH for Wolseley.

OFFER early delivery of 6/80; orders accepted for the new Eight.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 5401. [N4056]

ROWLAND SMITH'S for Wolseley.

IMEDIATE delivery new 6/80 saloon.

ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4016]

MEBES & MEBES, Ltd. (Est. 1893).

WOLSELEY Specialists.

OFFER early delivery of "Six-Eighty" model and rotational delivery of the new "Four-Forty-Four." The Broadway, Mill Hill, N.W.2. Tel. Mill. 2040. [N3012]

To be sure of early delivery you cannot do better than call at Ferraris of Cricklewood to see their unique Motor Show of the most wanted Wolseley cars. Bring along your family and friends; free refreshments from 3 p.m. The show is open week-days from 8 a.m. to 8 p.m. from the 21st to 31st October.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributor, Rootes Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 5601. [N012/R]

MARTON MOTOR CO., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover, all sales and service facilities; hire purchase and insurance arranged immediately; call, "phone or write—Martson Motor Co., Ltd. Sta. 8000. [N0173/R]

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

A.C.

BEBINGTON (Cheshire).—Brown & Peacock (Wirral), Ltd., Three Ways Garage, Chatterbridge, Thornton Hough 325. Distributors.

EPSOM (Surrey).—H. F. Edwards & Co. Ltd., 28, 30, Upper High St., Tel. Epsom 9400. Retail dealers.

KESWICK (Cumberland).—Keswick Motor Co., Penrith Rd., Tel. Keswick 64.

HEFFIELD, 3.—Heesley Bridge Garage, Ltd., Broadfield Rd., Tel. 52404/5. A.C. distributors.

ALLARD

ALPERTON (Middx).—Dagenham Motors, Ltd., 274, Ealing Rd., Tel. Perivale 3388. Allard distributors.

BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-182, Bristol St., Tel. Midland 5861/4. Allard distributors.

LEEDS, 2.—Tate of Leeds, Ltd., New York Rd., Tel. Leeds 31281. Allard distributors.

LONDON, W.1.—Dagenham Motors, Ltd., 56, Park Lane, Tel. Hyde Park 4866. Allard distributors.

LONDON, S.E.6.—Dagenham Motors, Ltd., 6, Sangerley Rd., Caiford, Tel. Hither Green 4621. Allard distributors.

ALVIS

BRIDGATERW.—W. E. Challice, Ltd., Cannington, Tel. Combwich 228. Alvis main agents.

CHELMSFORD (Essex).—County Motor Works (Chelmsford), Ltd., Duke St., Tel. Chelmsford 5674 (3 lines). Distributors.

EDINBURGH, 3.—Inglis Automobiles, Limited, 64-65, Pitt St., Tel. Edinburgh 26287. Alvis distributors.

EPSOM (Surrey).—Page Motors, Ltd., 70, High St., Tel. Epsom 9891/2/3. Alvis distributors.

GLASGOW, C.1.—James H. Galt, Ltd., 52, Woodlands Rd., Tel. Douglas 7366. Distributors for Scotland.

KINGSTON-ON-THAMES (Surrey).—G. W. Wilkin, Ltd., 26, London Rd., Tel. Kingston 2341. Alvis dealers.

LEICESTER.—Clulow & Orton, Ltd., Midland Counties Garage, Charles St., Tel. Leicester 65271/2. Alvis distributors.

LONDON, E.6.—Traynor Motors, Ltd., 153-5, High St., South East, Tel. Grangewood 2530. Alvis dealers.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Tel. Rus. 2874/5. Alvis main dealers.

NEWCASTLE (Staffs).—Henry Farr & Son, Ltd., Tel. Newcastle 67321/2. Alvis distributors.

RADING (Bucks).—T. Baker & Sons, 35 & 37, Friar St., Tel. 3976. Alvis distributors.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., Bailey Lane, Tel. Sheffield 22898 & 22625. Distributors.

ARMSTRONG SIDDELEY

BEDFORD.—Murrill Bros., Ltd., 5, High St., Tel. 66322. Armstrong Siddeley main agents.

BEXLEY HEATH.—W. T. Richards (Bexley Heath), Ltd., 74-76, Broadway, Tel. 1666. Armstrong Siddeley area dealers.

BIRMINGHAM, 18.—Frank Moseley (A. S. & S.), Ltd., Steward St., Spring Hill, Tel. 0916. Distributors.

CARLISLE.—Reah Bros., Londale St., Tel. Carlisle 1078. Armstrong Siddeley distributors.

CHELMSFORD (Essex).—County Motor Works (Chelmsford), Ltd., Duke St., Tel. Chelmsford 5674 (3 lines). Area dealers.

COVENTRY.—P. Blamire, Queen's Rd. Garage, Tel. Coventry 5424. Armstrong Siddeley distributors.

EPSOM (Surrey).—Wilson's Automobiles & Coachworks, Ltd., 1, Dorking Rd., Tel. Epsom 3901. Dealers.

HITCHIN (Herts).—Ralph E. Sanders & Sons, Ltd., Tel. 691. Armstrong Siddeley main agents.

LEICESTER.—Clulow & Orton, Ltd., Midland Counties Garage, Charles St., Leicester 65271/2. Armstrong Siddeley distributors.

LONDON, W.1.—Pax & Joyce, Ltd., sole distributors for London and 5 Home counties, 184, St. Portland St., Tel. Museum 1001.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon, 1145/6 & 1181/2. Retail dealers.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gardens, Brixton, Tel. Brixton 4011. Retail dealers.

STANMORE (Middx).—Stanmore Motor Co., Ltd., Stanmore Hill, Tel. Grangewood 1699. Armstrong Siddeley dealers.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St., Tel. 4343. Armstrong Siddeley main agents.

THAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Rd., Tel. Emberbrook 5551. Armstrong Siddeley main agents.

WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Rd., Tel. Waltham Cross 2760. Area dealers.

ASTON MARTIN

BRADFORD.—Charles Sidney, Ltd., Westgate, Tel. Bradford 22884. Aston Martin distributors.

CATERHAM HILL (Surrey).—Anthony Crook Motors Ltd., Tel. Caterham 2232/3.

LEEDS, 7 (Yorks).—Brown & White (Leeds), Ltd., Roundhay Rd., Tel. 45405. Aston Martin 1000 agents.

ASTON MARTIN—Continued

SOUTH WASHINGTON, London, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Main agents.

SWANSEA (Glam).—Arthur Bassett, Ltd., Greenfield St., Tel. Swansea 5512/3. Aston Martin area dealers.

THAMES DITTON (Surrey).—Guy Salmon Automobiles, Portsmouth Rd., Tel. Emberbrook 5551. Aston Martin official retailers.

AUSTIN

BERGAVENNY (Mons.).—Jones Bros., Park Rd. Garage, Tel. Abergavenny 455. Austin main dealers.

BERGOLE (N. Wales).—Pierces Garage, Tel. Abergele 2142. Austin dealers.

ANDOVER (Hants).—Andover Motor Co., Ltd., Tel. Tel. 5405. Austin main dealers.

BBROATH (Cromarty's West End Garage, Dundee Rd., Tel. Arbroath 3289 & 3340. Austin retail dealers.

ASHFORD (Middx).—Herd's Garage & Engineering Co., Ltd., Kingston Rd., Ashford 2084 & 3908. Dealers.

BARKING.—Barking Garage & Engineering Co., Ltd., Wakering Rd., Rippleway 0553 (15 lines). Austin dealers.

BARNET (Herts).—Odeon Motors, Ltd., Gt. North Rd., Tel. Barnet 4100. Austin retail dealers.

BEDFORD (Middx).—Over Hall Garages, Ltd., Staines Rd., Tel. Ashford 2525. Austin stockists.

BELEXLEYHEATH.—W. T. Richards (Belexley Heath), Ltd., 74-78, Broadway, Tel. 1666. Austin dealer.

BIGGLESWADE.—Owen Godfrey, Ltd., Shortmead St. Tel. Biggleswade 2167. Austin main agents.

BIRMINGHAM, 6.—Flewitt, Ltd., 120-122, Alma St., Tel. Aston Cross 5206/7/8. Austin direct retail dealers.

BIRMINGHAM, 11.—Tessell Garage, Ltd., Bristol Rd. South, Tel. Priory 1014. Austin traders.

BIRMINGHAM, 24.—The Yenton Garage Co., Ltd., 724, Chester Rd., Erdington, Tel. Erd. 2226/7. Retail dealers.

BLACKWOOD (Mon).—Alfred Chasten, Ltd., Automobile Engineers, Tel. 5165/6. Austin main dealers.

BLANDFORD FORUM (Dorset).—Flander's Garage, Whitecliff Mill St., Tel. Blandford 57. Austin main dealers.

BLETCHLEY.—E. Vaughan, 10-14, Aylesbury St., Tel. Bletchley 166. Austin dealers.

BOURNEMOUTH.—Auto Service Garage (Bournemouth), Ltd., 55-57, R. L. Stevenson Ave., Westbourne 6344. Austin retail dealer.

BROMLEY (Kent).—The Bromley Motor Works (Kent), Ltd., Masons Hill, Tel. Ravensbourne 4693. Main dealers.

CALNE (Wiltz).—Morement & Bridges, The Square, Tel. Calne 2259. Austin dealers.

CAMBRIDGE.—Marshalls (Cambridge), Ltd., Austin House, 18, Jesus Lane, Tel. Cambridge 4215. Austin distributors.

CATERHAM (Surrey).—Layham's Engineering Co., 379-383, Croydon Rd., Tel. Caterham 2584. Austin stocking agents.

CHATHAM.—Russell's Garages, Ltd., Medway St., Tel. Chatham 3883 (3 lines). Austin retail dealers.

COULDSIDE (Surrey).—Star Lane Garage, Brighton Rd., Tel. Downland 237. Austin dealers.

CROYDON (Surrey).—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Addiscombe 3066/9. Austin distributors and main agents.

CROYDON (Surrey).—Mills & Russell, Ltd., 1, Brighton Rd., Croydon 3656/7/8. Main dealers and distributors.

DENHAM (Bucks).—Denham Service Station, Ltd., Tel. Denham 2266. Austin agents.

DORKING (Surrey).—F. W. Mays & Co., Ltd., 105, South St., Tel. 2244. Austin area dealers.

DURHAM.—Fowler & Armstrong, Ltd., New Elvet, Tel. Durham 278 9. Austin area dealers.

DOBASTON.—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd., Tel. 2921 (3 lines). Works: Parker St. Retail dealers.

DOWARE (Middx).—Deansbrook Garage, 150, Hale Lane, Tel. Mill Hill 2244. Austin retail dealers.

DUNBRIDGE, 3.—Inglis Automobiles, Ltd., 64-70, Pitt St., Tel. Edinburgh 26287. Austin retail dealers.

ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn Rd., Tel. Ely 2981. Austin main dealers.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd., Tel. Howard 1651. Austin dealers.

ENFIELD (Middx).—Waiters (Motors), Ltd., 356, High St., Ponders End, Tel. Howard 1646. Austin stockists.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28, 30, Upper High St., Tel. Epsom 9400. Retail dealers.

EPSOM (Surrey).—Page Motors, Ltd., 70, High St., Tel. Epsom 9891/2/3. Austin retail dealers.

ESHER (Surrey).—Aston Martin, Ltd., 100, High St., Tel. Emberbrook 5551. Austin retail dealers.

EVERCREECH (Somerset).—R. Whitehead & Son, Tel. Evercreech 392. Austin dealers.

EXETER.—P. Pike & Co., Ltd., Alphington St., Tel. 2051. Austin distributors.

FAREHAM (Hants).—E. J. Hinsman & Son, Ltd., West St., Tel. Fareham 2279. Austin main dealers.

AUSTIN—Continued

FOREST GATE, E.7.—Young's of Forest Gate, Ltd., 607, Romford Rd., Grangewood 0327/8/9. Dealers.

GREAT YARMOUTH.—Toby Motors, Ltd., Regent Rd., Tel. 5275/4. Austin main dealers.

HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., High St., Tel. Hampstead 6041. Austin retail dealers.

HENLEY-ON-THAMES.—Roife's Garage, Station Rd., Tel. Henley-on-Thames 186. Austin main dealers.

HERTFORD.—Alfred E. Neale & Son, Ltd., Austin House, London Rd., Hertford 2561. Area main dealers.

HILLINGDON.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave., Uxbridge 412 & 2296. Retail dealers.

HINDHEAD (Surrey).—Hindhead Motor Works, Ltd., Tel. 665. Austin area dealers.

HOLLAND-ON-SEA (Essex).—Holland-on-Sea Motors, Ltd., Main Rd., Tel. Holland-on-Sea 2205. Dealers.

OLMFIRTH (Yorks).—O. W. Castle, Ltd., Huddersfield Rd., Tel. Holmfirth 676. Austin dealers.

HORSHAM (Sussex).—Jackson Bros. (Horsham), Ltd., London Rd., Tel. Horsham 1111/5. Austin main dealers.

KENDAL.—Todd & Leggett, Ltd., Lakeland Garage, Tel. Kendal 566. Austin main dealers.

ESTON (Kent).—White House Garage, Kenton Park, Tel. Fanborough 343. Austin agents.

KETTERING.—The Central Motor Co. 1919 (Kettering), Ltd., Dalkeith Place, Kettering 2231 (3 lines). Main dealers.

INGSTON-ON-THAMES.—Lankester Engineering Co., Ltd., 39-43, Eden St., Tel. Kin. 5151/4. Austin main dealers.

AMBERHURST (Kent).—F. J. Avardi & Co., Ltd., High Street Garage, Tel. Amberhurst 217. Austin retail dealers.

LEICESTER.—Palmer & Ward, Ltd., Roundhill Garage, St. John's Drive, North, Tel. 34362. Austin retail dealers.

LEIGH-ON-SEA (Essex).—Woodfield Garage, Ltd., 50-52, Woodfield Rd., Tel. Leigh-on-Sea 78120. Austin stockists dealers.

EIGHTON BUZZARD (Beds).—St. Christopher's Garage, Ltd., Tel. Leighton Buzzard 3252. Austin dealers.

LIVERPOOL, 1.—Voss Motors, Ltd., 42-44, Renshaw St., Tel. Royal 5685. Distributors & main dealers.

LANDRINDON WELLS.—The Automobile Palace, Tel. 2216/7/8. Austin distributors.

LOCKERBIE (Dumfrieshire).—Rogerson & Jamieson, 25-25, High St., Tel. Lockerbie 13. Austin retail dealers.

ONDON, W.1.—R. Hardy & Son, 50, Marylebone High St., Tel. Welbeck 101/2/3. Retail dealers.

ONDON, W.1.—Edgar Harrison, Ltd., 33, North Row, Park Lane, Tel. Mayfair 0402/3. Retail dealers.

ONDON, W.1.—Herbert & Mills, Ltd., 75, Great Portland St., Tel. Langham 2261. Austin retail dealers.

ONDON, W.1.—Keill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq., Grosvenor 2563. Retail dealers.

ONDON, W.1.—E. L. Mendel, Ltd., 85, Great Portland St., Tel. Langham 2261. Austin retail dealers.

ONDON, W.1.—Offord Sons, Ltd., 67, George St., Tel. Welbeck 6899. Austin agents.

ONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Tel. Marble Arch 3075. Retail dealers.

ONDON, W.3.—Whitby of Acton, 273, The Vale, Acton, Tel. Shepherds Bush 5556. Austin dealers.

ONDON, W.4.—Button Court Motor Co., Ltd., 184, Sutton Court Rd., Chiswick 0911. Retail dealers.

ONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall, Ealing, Tel. Eal 4727/9. Austin dealers.

ONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith, Tel. Riverside 3665/6. Austin retail dealers.

ONDON, W.6.—Drayson Motors, Ltd., 1a, Hamerton St., Tel. Fulham 3435. 100% Austin agents.

ONDON, W.14.—Smith & Hunter, Ltd., 617-618, Kensington High St., Western 2512 & 6171. Agents.

ONDON, N.W.2.—Sternes Motors, 103, The Broadway, Cricklewood, Tel. Gladstone 2780. Austin retail dealers.

ONDON, N.W.3.—Blue Star Garage, 617, Finchley Rd., Tel. Hampstead 2254. Austin retail dealers.

ONDON, N.W.3.—McNeil's Motors, Ltd., 126, Haverstock Hill, Tel. Primrose 5435. Austin agents.

ONDON, N.W.4.—I. A. Hills (Hendon), Ltd., The Quadrant, Pinchbeck Lane, Hendon 1145/6 & 1181/2. Retail dealers.

ONDON, N.W.5.—Turner & Savage, Ltd., 140, Willesden Lane, Kilburn, Tel. Maida Vale 4081. Dealers.

ONDON, N.W.7.—Ferguson & Curtis, Ltd., Parkside Garage, Mill Hill, Tel. Mill 1922. Retail dealers.

ONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, Colindale 6134 & 4885. Retail dealers.

ONDON, N.W.10.—Arc Service Station (London), Ltd., North Circular Rd., Tel. Eust. 5585/9. Austin agents.

ONDON, 2.—Eyre Vanshals & Eyre, Ltd., Portis Green, Tel. Tudor 2291/5. Austin retail dealers.

ONDON, N.W.9.—Blackbird Hill Garage, Ltd., Queens Head Garage, East End Rd., Finchley, Tel. 6256/8. Retail dealers.

ONDON, N.W.9.—Ellis & Co., 44-56, High St., Hornsey, Tel. Mountview 2255. Austin retail dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

AUSTIN—Continued

LONDON, N. 11.—H. A. Saunders, Ltd., 836-842 High Rd. Tel. Hillside 5272 (9 lines). Austin distributors.
 LONDON, N. 16.—Hunter Motors, Ltd., 87, Stoke Newington Rd. Tel. Clissold 0031 (4 lines). Austin agents.
 LONDON, N. 21.—Winchmore Hill Garage, Ltd., 804-8 Green Lanes. Tel. Laburnum 5961. Austin dealers.
 LONDON, E. 6.—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham. Tel. Grangewood 2935. Dealers.
 LONDON, E. 6.—Travnor Motors, Ltd., 133-5, High St., South, East Ham. Grangewood 2550. Austin Agents.
 LONDON, E. 7.—Bonallock & Sons, Ltd., 268, Romford Rd., Forest Gate. Grangewood 3464. Austin dealers.
 LONDON, E. 11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone. Tel. 6671/2. Austin stockist dealers.
 LONDON, E. 5.—Bloomfield's Cars (Camberwell), Ltd., 92-110, Camberwell Rd. Tel. Rodney 3021 & 3239. Retail dealers.
 LONDON, S. E. 12.—Bellamy's (London), Ltd., 2, Burnt Ash Hill. Tel. Lee Green 4821/2. Retail dealers.
 LONDON, S. E. 12.—Cliftons Service Station, Ltd., 59, Sidcup Rd., Lee. E. them 3801/2. Austin main dealers.
 LONDON, S. E. 20.—Harold G. Cole & Co., 63, Croydon Rd., Penke, Sydenham 5112 & 4621. Dealers.
 LONDON, S. E. 21.—Charles H. Pickup, Ltd., 25, Dulwich Village. Tel. Gipsy Hill 0081. Retail dealers.
 LONDON, S. E. 25.—Seager & Co., 175, Perry Vale, Forest Hill. 1858. Austin retail dealers and service.
 LONDON, S. E. 23.—Tilley & Hillier, Ltd., 100, Woodvale, Forest Hill. Tel. For 2432. Retail dealers.
 LONDON, S. E. 24.—George Osborne, Ltd., Herne Hill Rd., Tel. Brixton 2087/8/9. Austin retail dealers.
 LONDON, S. W. 2.—Rose & Young, Ltd., 65-9, Stennard Avenue, Streatham Hill. Tel. Tuase Hill 6464. Austin agents.
 LONDON, S. W. 3.—J. Coryton, Ltd., 139-149, Fulham Rd., Tel. Kensington 1610. Austin retailers.
 LONDON, S. W. 6.—Tanner Bros. Motors, Ltd., 875, Fulham Rd., Tel. Remond 4494. Austin dealers.
 LONDON, S. W. 7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Tel. 3335. Retail dealers.
 LONDON, S. W. 7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Tel. 2477/8. Retail dealers.
 LONDON, S. W. 7.—Rawlings Bros., Ltd., 87, Cromwell Rd. Tel. Frobisher 8161 (10 lines). Austin agents.
 LONDON, S. W. 9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gardens, Brixton. Tel. Brixton 4011. Retail dealers.
 LONDON, S. W. 12.—H. W. H. Engineering Co., Ltd., Bexley Garage, 39, Nightingale Lane. Tel. 4051. Retail dealers.
 LONDON, S. W. 15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4581 (3 lines). Retail dealers.
 LONDON, S. W. 15.—X.L. Service Station, Kingston Vale. Tel. Kingston 8333. Austin retail dealers.
 MACCLESFIELD (Cheshire).—W. H. Hyde, Ltd., 10, Hobson St., Tel. 2457. Austin distributors.
 MAIDSTONE.—Ansley, Ltd., Stone St., Tel. Maidstone 4272 (4 lines). Austin main dealer.
 NORTHWOOD (Middlesex).—Colver-Fisher, Ltd., Station Parade, Tel. Northwood 7771. Austin retail dealers.
 NUNEATON.—Abbey Service Garage, Church St. Tel. Nuneaton 2969. Austin retail dealers.
 ORPINGTON (Kent).—Burton & Deakin, Ltd., Tel. 7622 (3 lines). Austin agents.
 PEEBLE.—Ramsay (Peebles), Ltd., Austin House, Tel. 5386. Austin main dealers.
 PETERBOROUGH.—Marshall's (Cambridge), Ltd., 63, Bridge St. Tel. 4641/2/3. Austin distributors.
 POTTERS BARR (Middlesex).—Ralph Davis, Ltd., Stanhope Garage, Hatfield Rd., Tel. 2371. Austin stockist dealers.
 PRESTON (Lancs).—Dunderdale & Yates, Ltd., Austin House, Fishergate. Tel. Preston 5076/7. Austin main dealers.
 REDHILL (Surrey).—John Chalmers & Sons, Ltd., Station Approach, Tel. Redhill 3931/4. Austin main dealers.
 ROCHESTER (Kent).—Lloyd's Garage, High St. Tel. Chatham 2048. Austin retail dealers.
 ROYSTERHAM.—J. Clayton & Sons, Westgate. Tel. Rotherham 3656. 100% Austin dealers.
 ROYSTON (Herts).—Logdon's Garage, Ltd. Tel. Royston 2281/2. Austin dealers.
 SALISBURY (Wilt.).—W. Goddard & Co., Ltd., 41-45, Winchester St. Tel. 2292/3. Austin distributor.
 SILCHESTER, Nr. Heding. Longrove & Lovegrove, Ltd. Tel. Silchester 206. Austin agents.
 SLOUGH (Bucks).—W. J. Sands & Sons, Ltd., High St., Burnham, Bucks. Burnham 1084. Main agents.
 SMETHWICK (Staffs).—E. E. Brown & Co. (Smethwick), Ltd., 10, Paul's Rd., Tel. Smethwick 1138/9. Austin retail dealers.
 SMETHWICK.—Ken Wharton, Hume St. & Bearwood Rd. Tel. 8061/2 & 806135. Distributors.
 SOUTHDON-ON-SEA.—W. Price (Motors), Ltd., 763, Southend Rd. Tel. Southend 57304. Austin retail dealers.
 SOUTH NORWOOD.—David Kennedy (Ensigns), Ltd., 21-5, Selhurst Rd. Tel. Livingstone 1039. Austin retail dealers.

AUSTIN—Continued

STAINES Bridge (Middlesex).—Dobsons (Staines), Ltd. Tel. Staines 801. Austin area dealers.
 S. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St. Tel. 4345. Austin main agents.
 SUNDERLAND.—R. & J. Smith, Pallion Road Garage. Tel. 3305. Austin retail dealers.
 SUTTON (Surrey).—William Leeding & Sons, Ltd., 111, High St. Tel. Vigilant 7694. Austin agents.
 SWINDON (Wilt.).—Steel's (Swindon), Ltd., Drove Rd. Tel. Swindon 4035 (2 lines). Austin distributors.
 TAUNTON.—The Taunton Motor Co., Ltd., 54-55, East St. Tel. 2051/2. Austin distributors.

THETFORD (Norfolk).—W. & O. Lambert, Ltd., Castle St. and Norwich Rd. Tel. 2217. Austin dealers.

THEYDON BOIS (Essex).—Wood & Kralling, High Rd. Tel. Theydon Bois 2254. Austin dealers.

TOLWORTH (Surrey).—Blue Star Garage, The Broadway. Tel. Elmbridge 0049. Austin retail dealers.

TRURO (Cornwall).—H.T.P. Motors, Ltd. Tel. Truro 2551/2 25. Austin main dealers.

TWICKENHAM (Middlesex).—Spikins (Twickenham), 1, Heath Rd. Tel. Petersgrove 1035. Austin retail dealers.

WALLINGTON (Surrey).—Kirkyar, Ltd., 166, St. Margaret Rd. Tel. Wallington 2000/1. Austin distributors.

WEALDSTONE (Middlesex).—G. & C. Motor Garage, Ltd., Canning Rd. Tel. Harrow 3432/3. Austin retail dealers.

WEMBLEY (Middlesex).—Montrose Motors, Ltd. Tel. Wembley 2651 & 4443. Austin dealers.

WESTCLIFF-ON-SEA (Essex).—Southend Motor & Aero Co., Ltd., 649/656, London Rd. Southend 4522/2. Distributors.

WEST HARTLEPOOL (Surrey).—Leeming Garages Ltd., Hart Lane. Tel. Hartlepool 3264. Austin main dealers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queen's Rd. Tel. Weybridge 233. Austin main dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Austin dealer.

WOKING.—Ingerman Motor Co., Hermitage Rd., St. Johns. Tel. Brookwood 2324. Austin stockists.

BENTLEY

BEDFORD.—Merkitt Bros., Ltd., 3, High St. Tel. 66328. Bentley main agents.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5488/9. Bentley special dealers.

LONDON, W. 1.—Jack Barclay, Ltd., Berkeley Sq. Tel. Mayfair 7444. Bentley retailers.

LONDON, W. 1.—H. A. Fox & Co., Ltd., 3-5, Burlington Gardens. Regent 7687. Officially appointed retailers.

LONDON, W. 1.—Jack Olding & Co., Ltd., Audley House, North Audley St. Mayfair 5242. Retail dealers.

LONDON, S. W. 7.—Paddos Bros., Ltd., 60, Cheval Place, Kensington. Tel. Kensington 9477. Official Bentley specialists.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Bentley retail dealers.

SOUTH KENSINGTON, London, S. W. 7.—Radford & Co., Ltd., Melton Court, Kensington 6642. Specialists.

S. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St. Tel. 4343. Bentley special dealers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queen's Rd. Tel. Weybridge 233. Bentley special retailers.

BLEWORTH.—A. F. N., Ltd. Falcon Works, London Rd. Tel. Hou. 001. B.M.W. sole concessionaires.

BRISTOL

CATERHAM HILL (Surrey).—Anthony Crook Motors, Ltd. Tel. Caterham 2232/3. Bristol distributors.

EDINBURGH, 3.—Inglis Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. Bristol distributors.

GLASGOW, G.3.—James H. Galt, Ltd., 52, Woodlands Rd. Tel. Douglas 7598. Distributors for Scotland.

ISLEWORTH.—A. F. N., Ltd. Falcon Works, London Rd. Tel. Hou. 001. Bristol distributors.

LEEDS, 1.—H. R. Martindale, Ltd., 14, Harrison St. Leeds 2014/5/6. Bristol distributors.

LONDON, W. 1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Tel. 2563. Retail dealers.

BUICK

LONDON, W. 1.—Lendrum & Hartman, Ltd., 26b, Albemarle St., Piccadilly. Tel. Hyde Park 7121. Distributors.

CADILLAC

LONDON, W. 1.—Lendrum & Hartman, Ltd., 26b, Albemarle St., Piccadilly. Tel. Hyde Park 7121. Distributors.

CHRYSLER

ENFIELD (Middlesex).—Walters (Motors), Ltd., 356, High St., Ponders End. Tel. Howard 1646. Chrysler distributors.

LEEDS, 7 (Yorks).—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 43405. Chrysler distributors.

CITROEN

BATH.—Widcombe Garages, Ltd., Pulteney Rd. Tel. Bath 4965. Citroen distributors.

CHESTER.—Godfrey Houghton, Ltd., 38, City Rd. Tel. 24818. Citroen distributors.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage. Tel. Colne 404/5. Citroen distributors.

DGBASTON.—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd. Ed. 2921 (3 lines). Works—Parker St. Retail dealers.

EPSOM (Surrey).—Wilson's Automobiles & Coachworks, Ltd., 1, Dorking Rd. Tel. Epsom 3901. Distributors.

ESHER.—E. F. S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emberbrook 300. Citroen distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5488/9. Citroen distributors.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., Portsmouth Rd. Tel. 62307 (3 lines). Citroen main agents.

HINDHEAD (Surrey).—Hindhead Motor Works, Ltd. Tel. 663. Citroen area dealers.

IPSWICH.—McNamee Motors, Ltd., 116, St. Helen's St. Tel. Ipswich 3755/6. Citroen distributors.

LEEDS, 7 (Yorks).—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 43405. Citroen distributors.

LIVERPOOL.—H. Woodward & Son, Ltd., Altcar Distributors. Formby. Tel. Formby 630. Citroen distributors.

LONDON, W. 11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bayswater 4274. Citroen stocking dealers.

LONDON, N. W. 5.—Blue Star Garages, Ltd., 35, High St., Hampstead. Hampstead 8081. Retail dealers.

LONDON, N. W. 9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Colindale 6134 & 4485. Citroen distributors.

LONDON, N. W. 10.—Ace Service Station (London), Ltd., North Circular Rd. Elg. 5985/9. Citroen main dealers.

LONDON, E. 7.—Bonallock & Sons, Ltd., 268, Romford Rd. Forest Gate. Grangewood 3464. Citroen distributors.

LONDON, E. W. 15.—Robbins of Putney, 96-98, Upper Richmond Rd., Tel. Putney. Tel. 4581 (3 lines). Retail dealers.

MANCHESTER, 13.—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St. Ardwick 1543/4. Retail dealers.

NEWBURY.—Green & Whinsep, Northbrook St. Tel. Newbury 251. Citroen distributors.

NEW SOUTHGATE, N. 11.—The Bowes Road Garage & Garage Co., Ltd., 188, Bowes Rd. Bowes Park 2284. Distributors.

NORWICH.—John L. Pointer, The Garage Aylsham Rd. Tel. Norwich 30054. Citroen distributors.

SHREWSBURY.—Gatesbury Bros., Ltd., Column Garage, Tel. Shrewsbury 6272. Citroen distributors.

S. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St. Tel. 4343. Citroen distributors.

WOODFORD GREEN (Essex).—Woodford Car Mart, Woodford New Rd. Tel. Buckhurst 0017. Citroen distributors.

DAIMLER

BRADFORD.—Charles Sidney, Ltd., 39, Westgate. Tel. Bradford 22884. Daimler main dealers.

PRIDGWATER.—W. E. Challice, Ltd., Cannington. Tel. Cannington 228. Daimler main agents.

DORKING (Surrey).—Dorking Motor Co., Ltd., Dorking gate Rd. Tel. Dorking 2250 (3 lines). Daimler distributors.

INGLTON-ON-THAMES (Surrey).—G. W. Wilkin, 26, London Rd. Tel. Kingston 2241. Daimler dealers.

LONDON, W. 1.—Stratstones, Ltd., 40, Berkeley St. Tel. Mayfair 4404. Daimler distributors.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Daimler retail dealers.

MANSFIELD (Notts).—James Windsor & Son (Mansfield) Ltd., Nottingham Rd. Tel. 2401/2. Daimler main dealers.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., Bailey Lane. Tel. Sheffield 22898 & 22625. Main dealers.

S. ALBANS (Herts).—Marlboro' Motors (St. Albans), Ltd. 100/102, London Rd. St. Albans 1590. Distributors.

SUTTON (Surrey).—William Leeding & Sons, Ltd., 111 High St. Tel. Vigilant 7694. Daimler agents.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tun. Wells 1425. Distributors.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queen's Rd. Tel. Weybridge 233. Daimler distributors.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3351. Daimler area dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within) Tel. 2388. Daimler area dealers.

DELLOW

LONDON, S. E. 22.—The Gordon Garage (Dulwich), Ltd. 35-35-35, East Dulwich Rd. New Cross 2456/3704. Distributors.

DODGE, 7 (Yorks).—Brown & White (Leeds), Ltd., Rowthorpe Rd. Tel. 43405. Dodge distributors.

LONDON, S. W. 12.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd. Tel. Balham 2234 (3 lines). Distributors.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

FORD

ALPERTON (Middlesex).—Dagenham Motors, Ltd., 374, Ealing Rd., Tel. Perivale 3588. Ford main dealers.
BANBURY (Oxon).—Young's Service Garage, Warwick Rd., Tel. Banbury 2105. Ford main dealers.
BARKING.—Barking Garage & Engineering Co., Ltd., Wakering Rd., Ripplesway 0333. (5 lines).
BIRMINGHAM.—Bristol Street Motors, Ltd., 164-182, Bristol St., Tel. Midland 5861/4. Ford main dealers.
BOURNEMOUTH.—F. English, Ltd., 38, Poole Hill, Tel. Bournemouth 5850. Ford distributors.
BOURNEMOUTH (Hants).—Handy Bros., Ltd., Palmerston Rd., Boscombe, Tel. Boscombe 34262. Ford main dealers.
BRENTFORD (Essex).—J. P. Hensmans, Ltd., Brook St., Tel. Brentwood 1540. Ford main dealers.

BRIMLEY (Kent).—Boans & Dunn, Ltd., Masons Hill, Tel. Ravensbourne 4664. Ford main dealers.

CANTERBURY (Kent).—The Invicta Motor Eng. Works, Ltd., 23, Lower Bridge St., Tel. SISI 2/3. Main dealers.

CARLISLE.—County Garage Co., Ltd., Lowther St., Tel. Carlisle 24234/5/6. Ford main dealers.

CARMARTHEN.—W. Edwards & Sons (Carmarthen), Ltd., Towy Garage, Tel. Carmarthen 4823. Ford main agents.

CATERHAM (Hill).—Anthony Crook Motors, Ltd., Tel. Caterham 2232/3. Ford retailer.

CHATHAM (Kent).—The Brock Garage, 315-9, High St. and The Brook, Chatham 3201. Main dealers.

CHELTTENHAM.—Victory Motor Co. (Cheltenham), Ltd., 42-50, Winchcombe St., Tel. 5105/6/7. Ford main dealers.

CHESHAM (Bucks).—C. Catling, 20, High St., Tel. Chesham 136. Ford retail dealer.

COKEFESTERS (Herts).—Broadfield Garage & Engineering Co., Ltd., Standard House, Tel. Barnet 7301. Retail dealers.

CONSETT (Co. Durham).—Atkinson & Brownell, Plaza Buildings, Tel. Consett 137. Ford main dealers.

COVENTRY.—P. Blamire, Queen's Road Garage, Tel. Coventry 5424. Ford retail dealers.

CROYDON (Surrey).—Hubert Dean, Ltd., 15-19, Brighton Rd., Tel. Croydon 6011. Ford main dealers.

CROYDON (Surrey).—Kentish & Thomson, Ltd., 554-566, Wickham Rd., Shirley, Springpark 3477. Retail dealer.

DENHAM (Bucks).—Denham Service Station, Ltd., Tel. Denham 2266. Ford agents.

DORKING (Surrey).—F. W. May & Co., Ltd., 105, South St., Tel. 2244. Ford area dealers.

ENPFIELD (Middlesex).—Chaseside Motor Co., Ltd., 620, Great Cambridge Rd., Enfield 3456 (4 lines). Retail dealers.

FOLKESTONE (Kent).—F. H. Peacock, Ltd., 104, Ford Rd., Tel. Folkestone 5122. Ford main dealers.

GLASGOW, S.1.—Wyke's (of Glasgow), Ltd., 370, Pollochshie Rd., Tel. Pollok 2212/3/4/5. Main dealers.

GLOUCESTER.—Taylors (Gloucester), Ltd., Worcester St., Tel. Gloucester 22288. Ford main dealers.

GOSPORT (Hants).—Eskine Motors, 72-82, Stake Rd., Tel. Gosport 8914/2. Ford retail dealer.

GRAVESEND (Kent).—Gravesend Motors, Ltd., Pelham Rd., Tel. Gravesend 4234/5. Ford retailers.

HAMPSTEAD, N.W.5.—Rowland Smith (Motors), Ltd., High St., Tel. Hampstead 6041. Ford retail dealers.

HARROGATE (York).—Harragote Motors, Ltd., Spa Garage, Tel. 4022 (4 lines). Ford main dealers.

HARROW (Middlesex).—Blue Star Garage, Alexandra Lane, Rayners Lane, Tel. Pinner 3584. Ford retail dealers.

HASTINGS.—J. Hollingsworth, Ltd., Braybrooke Rd., Tel. 2727. Ford main dealers.

HEMSWORTH (Yorks).—J. J. Tait, Ltd., Barnsley Rd., Tel. Barnsley 6. Ford main dealers.

HINDHEAD (Surrey).—Hindhead Motor Works, Ltd., Tel. Hindhead 665. Ford area dealers.

HOLMFIRTH (Yorks).—G. W. Castle, Ltd., Huddersfield Rd., Tel. Holmfirth 676. Ford dealers.

HULL.—Harbour Motors, Ltd., 172, Anlaby Rd., Tel. 15500. Ford main dealers.

KINGSTON-ON-THAMES (Surrey).—Lamberts of Kingston, Ltd., 140, London Rd., Tel. 5171. Ford main dealers.

LEEDS, 7 (Yorks).—Brown & White (Leeds), Ltd., Roundhay Rd., Tel. 43405. Ford retail dealers.

LEEDS, 1.—H. R. Martindale, Ltd., 14, Harrison St., Tel. Leeds 2014/5/6. Ford retail dealers.

LEEDS, 2.—Tate of Leeds, Ltd., New York Rd., Tel. 51261. Ford main dealers.

LEIGH-ON-SEA (Essex).—Woodfield Garages, Ltd., 30-42, Woodfield Rd., Tel. Leigh o/s 78120. Ford stockists dealers.

LEIGHTON BUZZARD (Beds).—St. Christopher's Garage, Ltd., Tel. Leighton Buzzard 3525. Ford agents.

LONDON, W.1.—Dagenham Motors, Ltd., 56, Park Lane, Tel. Hyde Park 4866. Ford main dealers.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Great Portland St., Tel. Langham 3506/7. Retail dealers.

LONDON, W.1.—Kevel-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq., Grosvenor 2563. Retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St., Tel. Langham 7755. Ford retail dealers.

FORD—Continued

LONDON, W.2.—R. F. Currie & Co., Ltd., 195, Westbourne Grove, Bayswater, Bayswater 0085. Ford retail dealers.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch, Paddington 3075. Retail dealers.

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave., Acton, Acorn 5224/5. Retail dealers.

LONDON, W.3.—Whitby of Acton, 275, The Vale, Acton, Tel. Shepherd's Bush 5355. Ford dealers.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick 0911. Retail dealers.

LONDON, W.6.—Normand Ltd., 405, King St., Hammersmith, Tel. Riverside 3665/6. Ford retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 175, Westbourne Grove, Tel. Bayswater 4274. Ford stock dealers.

LONDON, N.W.1.—Nash Concessions, Ltd., Nash St., Albany St., Tel. Euston 5558/9. Retail dealers.

LONDON, N.W.3.—Blue Star Garages, Ltd., 35, High St., Hampstead, Tel. Hampstead 8081. Retail dealers.

LONDON, N.W.3.—W. T. Brown, Ltd., 339, Finchley Rd., Hampstead, Tel. Hampstead 4414/1640. Main dealers.

LONDON, N.W.3.—McNeil's Motors, Ltd., 126, Haverstock Hill, Tel. Primrose 5455. Ford agents.

LONDON, N.W.4.—Brent Cross Garage, Hendon Way, Hendon, Tel. Speedwell 1196. Ford retail dealers.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon 1145/6 & 1161/2. Retail dealer.

LONDON, N.W.7.—Blue Star Garage, Watford Way, Mill Hill, Tel. Mill 2277. Ford retail dealers.

LONDON, N.W.7.—Watford Motors, Ltd., 559, 565-571, Watford Way, Mill Hill, Mill Hill 4252. Appointed dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, Colindale 6134 & 4488. Retail dealer.

LONDON, N.W.10.—Ace Service Station (London), Ltd., North Circular Rd., Tel. Elg. 5585/9. Ford agents.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 159-155, High St., Harlesden, Elgar 6256/7-8. Ford agents.

LONDON, N.2.—Motorists (London), Ltd., East Finchley Station, Tel. Tudor 2301/2. Ford agents.

LONDON, N.5.—G. & W. Motors, Ltd., Queens Head Garage, East End Rd., Finchley, Fin. 6236/8. Retail dealers.

LONDON, N.6.—Gatehouse Motors, Ltd., 1, Hampstead Lane, Highgate, Tel. Mou. 4444. Ford retail dealers.

LONDON, N.12.—W. Harold Perry, Ltd., Invicta Works, North Finchley, Tel. Hillside 4444. Main dealer.

LONDON, N.16.—Wood & Lambret, Ltd., 49, Stamford Hill, Tel. Stamford Hill 3454. Main dealers.

LONDON, E.6.—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham, Tel. Grangewood 2935. Dealers.

LONDON, E.6.—Traynor Motors, Ltd., 135-5, High St., South, East Ham, Grangewood 2530. Ford agents.

LONDON, E.11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone, Tel. 6671/2. Ford stock dealers.

LONDON, E.18.—Frank G. Gates, Ltd., 79, High Rd., Woodford, Tel. Wanstead 2235. Main dealers.

LONDON, S.E.1.—Dispatch Motor Co., Ltd., 114, Southwark Bridge Rd., Tel. Waterloo 5681. Main dealers.

LONDON, S.E.5.—Bloomfield's Cars (Cambridge), Ltd., 96-110, Camberwell Rd., Tel. Rodney 5024/529. Retail dealers.

LONDON, S.E.6.—Dagenham Motors, Ltd., 6, Sangleby Rd., Cattford, Tel. Hither Green 4821. Ford main dealers.

LONDON, S.E.12.—Bellamy's (London), Ltd., 2, Burnt Ash Hill, Tel. Lee Green 4821/2. Retail dealer.

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 35-39, East Dulwich Rd., New Cross 2490/5704. Sub-dealers.

LONDON, S.E.23.—Titton & Hillier, Ltd., 100, Wood Vale, Forest Hill, Tel. For. 2452. Retail dealers.

LONDON, S.W.5.—J. Coryton, Ltd., 139-149, Fulham Rd., Tel. Kensington 1410. Ford retailers.

LONDON, S.W.5.—Gally's Garage, Ltd., 111a, Earls Court Rd., Earls Court, Fremantle 6375 (5 lines). Retail dealers.

LONDON, S.W.5.—R. C. Wimbush, Ltd., 512, Earls Court Rd., Tel. Fremantle 2401. Ford retail dealers.

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd., Tel. Renown 1183. Retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 155, Old Brompton Rd., South Kensington, Tel. 5355. Retail dealers.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd., Tel. Macaulay 3363/4. Ford retail dealers.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Odns., Brixton, Tel. Brixton 4011. Retail dealers.

LONDON, S.W.12.—H. W. H. Engineering Co., Ltd., Beechholme Garage, 39, Nightingale Lane, Battersea 4051. Retail dealers.

LONDON, S.W.15.—Robins of Putney, 96-99, Upper Richmond Rd., Putney, Tel. 4581 (5 lines). Retail dealers.

LONDON, S.W.17.—F. H. Peacock, Ltd., 219, Balham High Rd., Tel. Balham 4101. Ford main dealers.

FORD—Continued

LONDON, S.W.18.—Allan Taylor (Motors), Ltd., 126, Wandsworth High St., Tel. Vandike 4455. Main dealers.

LONDON, S.W.19.—Coles Garages, Worple Rd., Wimbledon, Tel. Wimbledon 0195/6. Ford retail dealers.

LUTON.—The Luton Motor Company, Ltd., 326-340, Dunstable Rd., Tel. Luton 3713. Ford main dealers.

MAILSTONE.—Haynes Bros., Ltd., Ashford Rd., Tel. Maidstone 2239. Ford main dealers.

MANCHESTER, 7.—H. E. Nunn & Co., Ltd., 282, Bury New Rd., Tel. Broughton 2201. Distributors.

MANSFIELD (Notts).—James Windsor & Son (Mansfield), Ltd., Nottingham Rd., Tel. 2401/2. Ford stockin dealers.

MARGATE (Kent).—The Invicta Motor Eng. Works, Ltd., Empire Garage, Eaton Rd., Thanet 21509. Main dealers.

NEWTON ABBOT.—Mid-Devon Garage, Ltd., Tel. Newton Abbott 1702/3. Ford main dealers.

PONTEFRACT (Yorks).—South Yorkshire Motors, Ltd., Corn Market, Tel. Pontefract 4245/5. Ford main dealers.

POTTERS BAR (Middlesex).—Blue Star Garage, High St., Tel. Potters Bar 3205. Ford retail dealers.

POTTERS BAR (Middlesex).—Ralph Davis, Ltd., Stanhope Garage, Hatfield Rd., Tel. 2571. Ford stockin dealers.

READING (Berks).—Gowring, Ltd., 6 & 8, London Rd., Tel. Reading 2073. Ford main dealers.

REDHILL (Surrey).—John Chalmers & Sons, Ltd., High St., Tel. Redhill 3951/2. Ford main dealers.

SEVERNOAKS (Kent).—Bennachie Engineering Co., Ltd., The Vine, Tel. 2341/2. Ford main dealers.

SICDCUP (Kent).—Hubert Dees, Ltd., Sidecup By-pass, Tel. Footscray 1244. Ford main dealers.

SMETHWICK.—Ken Wharton, Hume St., Tel. Sme 0613 & Bea 1525. Retail dealer.

SOUTHAMPTON.—Percy Hendy, Ltd., Vincent's Walk, Pound Tree Rd., Tel. Southampton 3112 (5 lines). Main dealers.

SOUTHSEA.—Lennox Motor Co., Ltd., Grove Road, South, Tel. Portsmouth 74137. Ford main dealers.

STAINES.—Crimble & Staines, 10, Kingston Rd., Tel. Staines 1143. Ford main dealers.

ST. ALBANS (Herts).—Verulam Motor Co., Ltd., London Rd., Tel. St. Albans 5367. Ford main dealers.

ST. HELIER, Jersey, C.I.—La Motte Garages, Ltd., 35-55, La Motte St., Central 408 & 5076. Main dealers.

THETFORD (Norfolk).—W. & O. Lamvert, Ltd., Castle St. & Norwich Rd., Tel. 2217. Ford main dealers.

THRURO (Cornwall).—Turo Garages, Ltd., Lemon Quay, Tel. 2355. Ford main dealers.

TUNBRIDGE WELLS (Kent).—Stormont Engineering Co., Ltd., 3, Mount Ephraim, Tel. 20323. Ford main dealers.

WAKEFIELD (Yorks).—South Yorkshire Motors, Ltd., Barnsley Rd., Tel. Wakefield 3484/5. Ford main dealers.

WEALESTONE (Middlesex).—W. Harold Perry, Ltd., Station Bridge, Tel. Harring 1031/2. Ford main dealers.

WELLING (Kent).—Blue Star Garage, 132, Park View Rd., Tel. Bexleyheath 5678. Ford retail dealers.

WEMBLEY (Middlesex).—Montrose Motors, Ltd., Tel. Wembley 2056/4445. Ford dealers.

WEST MERSEA (Essex).—Underwoods Garage, Kingsland Rd., Tel. West Mersea 322. Ford dealers.

WESTON-SUPER-MARE.—Greve Park Garage, Ltd., Lower Bristol Rd., Weston-super-Mare 17/2261. Main dealers.

WINCHESTER.—Hyde Abbey Motor Works, Ltd., Hyde St., Tel. 4797. Ford main dealers.

WITHAM (Essex).—Witham Motor Co., (Essex), Ltd., West End Works, Tel. Witham 3560. Ford agents.

WOLVERHAMPTON.—B. Billingham, Ltd., Cleveland St., Tel. Wolverhampton 2032. Ford main dealers.

FRAZER NASH

ILEWORTH.—A.P.N., Ltd., Falcon Works, London Rd., Tel. Hou. 0011. Frazer Nash manufacturers.

HILLMAN

ALDERSHOT (Hants).—H. A. Charter, Esq., Station Rd., Tel. Aldershot 1246/7. Hillman main dealers.

ANDOVER (Hants).—Bartley & Co., Salisbury Rd., Tel. Andover 2156. Hillman dealers.

AYLESBURY (Bucks).—The Bucks Motor Co., Ltd., Gt. Western St., Tel. Aylesbury 164/165. Hillman dealers.

BANSTEAD (Surrey).—Prospect Garage (Banstead), Ltd., Bisham Rd., Tel. Bisham Heath 2202/3. Hillman retail dealers.

BARKING (Essex).—Allion's Garage, Ltd., 105-7, Longbridge Rd., Ripplesway 1285 & 0180. Area Hillman sub-dealer.

BARNET (Essex).—Hadley Green Garages, Ltd., 209, High St., Tel. Barnet 0532 & 0510. Dealers.

BOSTON (Lincs).—E. C. Stanwell & Sons, Ltd., West St., Tel. 5967/8. Hillman retail dealers.

BOURNEMOUTH.—Geo. Hartwell Ltd., Holdenhurst Rd., Tel. Brough 4161. Hillman distributors.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

HILLMAN—Continued

BRENTFORD (Middlesex).—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd., Edgware 5400 (7 lines). Official retailers.

BRIGHTON—Seymour 195. Preston Rd. Tel. Brighton 52550. Hillman retail dealers.

BRISTOL, 1.—Cathedral Garage, Ltd., College Green, Tel. Bristol 20031. Hillman main distributors.

BROMLEY COMMON—Tudor Auto-Services, Ltd., Tudor Garage, Eastings Rd. Tel.hurstway 1262. Main agents.

BROMSGROVE.—H. J. Malins, Staple Hill Garage, Tel. Bromsgrove 25552. Hillman retail dealers.

BURY (Lancs.).—P. & E. Finney, Ltd., 82-86, Bolton St. Tel. Bury 3209/9. Hillman retail dealers.

CARLWILLE, Harrison (Motor Engineers), Ltd., 37-41, Warwick Rd. Tel. Carlisle 25177/25178. Hillman distributors.

CHELTENHAM.—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. Cheltenham 55391. Hillman distributors.

CROYDON (Surrey).—Manton Motors, Ltd., 23-27, 37-39, Shirley Rd. Tel. Addiscombe 6051. Main dealers.

CROYDON.—W. Shirley & Sons, 17, Montague Rd. Tel. Croydon 0716. Hillman retail dealers.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd. Tel. Croydon 4600 & 4632. Main dealers.

EDINBURGH, 5.—Inglis Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. Hillman retail dealers.

EDINBURGH, 3.—James Ross & Sons (Motors), Ltd., Lothrin. Tel. Fou. 1555/8. Hillman agents.

ELY (Cambs.).—Ely Service Motor Co., Ltd., Lynn Rd. Tel. Ely 2961. Hillman main dealer.

ESBOM (Surrey).—H. F. Edwards & Co., Ltd., 28, 30, Upper High St. Tel. Epsom 9400. Retail dealers.

ERITH (Kent).—North End Machinery & Motor Services Ltd., North End Rd. Erith 3000. Main agents.

GAMILINGAY (Cambs.).—W. J. Empson, West End Garage, Tel. Cambridge 236. Hillman dealers.

GLASGOW, S.E.—James B. Robinson, Ltd., 400, Gallowgate. Tel. Bridgeton 3868. Hillman retail dealers.

GLoucester.—Taylors Crypt House Motors, Ltd., London Rd. Tel. 24061/3. Hillman distributors.

GREAT HARWOOD (Lancs.).—J. E. Nightingale, Ltd., Harwood Bar Garage. Tel. 3259. Hillman main dealers.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. Grimsby 5487/9. Hillman dealers.

HALESOWEN (Worcester).—Halesowen Motor Works, Ltd., Whitehall Rd. Tel. Halesowen 1635/6. Hillman area dealers.

HARROW (Middlesex).—Automobile & Aircraft Service, Ltd., 609, Kenton Rd. Wordsworth 7805 (5 lines). Retail dealer.

HATFIELD (Herts.).—W. Waters & Sons, Ltd., Barnet Rd. Tel. Hatfield 2711. Hillman distributors.

HAVERFORDWEST (Pemb.).—James Parry, County Motors, Tel. Haverfordwest 122. Hillman retail dealers.

HAWKHURST (Kent).—Olivers Garage, Winchester Rd. Tel. Hawkhurst 2181. Hillman dealers.

HERTFORD.—W. Waters & Sons, Ltd., North Rd. Tel. Hertford 3044. Hillman distributors.

HIGH WYCOMBE (Bucks.).—Davenport Vernon & Co., Ltd., 31-2 & 34, High St. Tel. 2400 (5 lines). Distributors.

ISLEWORTH (Middlesex).—B. N. White-Spunner, Ltd., 640-652, London Rd. Isleworth 2552/2554-2151. Main dealers.

KINGSTON-UPON-THAMES, H. Taylor & Co., 135-7, London Rd. Kingston 1263. Hillman main dealers.

LEEDS-ON-SOLENT (Hants).—Smith Bros. (Lee-on-Solent), Ltd., High St. Tel. 79265. Hillman dealers.

LEICESTER, E. W. Campion & Sons, Ltd., 45, Braunstone Gate. Tel. Leicester 22945. Hillman retail dealers.

LINFIELD (Surrey).—Plaistow Garages, Ltd. Tel. 130. Hillman agents.

LIVERPOOL.—H. Woodward & Son, Ltd., Altcar Works, Formby. Tel. Formby 630. Hillman retail dealers.

LONDON, W.3.—Metropolitan Motors, 192-196, Horn Lane, Acton. Tel. Acorn 5064 (4 lines). Retail dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammarst. Tel. Riverdale 3665/6. Hillman retail dealers.

LONDON, N.W.1.—Blue Star Garage, 128a, Camden Rd. Tel. Gulliver 5028. Hillman retail dealers.

LONDON, N.W.4.—Hendon Central Garage, Ltd., Watford Way, Hendon Central. Tel. Hendon 2084/5. Retail dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford. Tel. Silverthorne 1820/1. Main dealers.

LONDON, E.8.—Leigh & Botfield, Ltd., 24, London Lane. Tel. Amherst 6116. Stocking dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Hillman retail dealers.

LONDON, S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814, Old Kent Rd. New Cross 4966. Distributors.

LONDON, S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham. Tel. Sydenham 5123/4. Hillman retail dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Hillman retailers.

HILLMAN—Continued

LONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd. Tel. Renown 1183. Retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 135, Old Broad St. Tel. South Kensington. Fre. 3335. Retail dealers.

LONDON, S.W.12.—Nightingale Engineering Co., Ltd., Western Lane, Nightingale Lane. Tel. Battersea 2193. Retail dealers.

MAIDENHEAD.—R. J. Mead (Sales), Ltd., 42, Queen St., Maidenhead 3431/2. Hillman main dealers.

MAIDENHEAD.—Sawford Garage, Braywick. Tel. Maidenhead 724. Hillman retail dealers.

MALVERN (Worcester).—Bowman & Acock, Ltd., Malvern Garage, Worcester Rd. Tel. Malvern 262. Main agents.

MANCHESTER, 13.—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St., Ardwick 1545/4. Retail dealers.

NEWCASTLE-ON-TYNE.—The Minories Garages, Ltd., Jesmond Rd. Tel. Jesmond 2000. Hillman distributors.

NEWQUAY (Cornwall).—The Clock Garage (Cornwall), Ltd., Summercourt. Tel. Mitchell 233. Hillman retail dealers.

NOTTINGHAM.—Arthur Mulliner, Ltd., Bridge St. Tel. 307. Hillman distributors.

NORTH SHIELDS.—Central Garage, Church Way. Tel. North Shields 2486. Hillman area dealers.

PETERBOROUGH.—Clarke Bros. Services, Ltd., Crawthorne Garages. Tel. Peterborough 3556. Hillman distributors.

PETERSFIELD (Hants.).—E.M.A., Ltd., Rams Hill Garage, Rams Hill. Tel. Petersfield 186. Hillman distribution.

PITTS WOOD (Kent).—Dunstonland Garage, Station Garage. Tel. Orpington 899. Hillman main dealers.

ROCHDALE (Lancs.).—L. C. Hillier, Ltd., Oldham Rd. Tel. Rochdale 5151. Hillman main dealers.

ROMSEY, B. A. Rolfe & Sons, Ltd. Tel. Romsey 3165-3180/3187. Hillman main dealers.

SCHEFFIELD, 1.—Central Motors (Sheffield), Ltd., Bayley Lane. Tel. Sheffield 22896 & 22625. Retail dealers.

SCHEFFIELD, 1.—J. Gilder & Co., Ltd., 16, Cambridge St. Tel. 26355/9. Hillman retail dealers.

SMETHWICK.—Ken Wharton, Hume St. & Bearwood Rd. Tel. Sme. 0613 & Bes. 1325. Distributor.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealers.

SOUTH SHIELDS.—Town Hall Garage, Showroom Charlotte Ter. Tel. 57 & 58. Hillman dealers.

SOUTHBEND-ON-SEA.—W. Price (Motors), Ltd., 763, Southchurch Rd. Tel. Southend 67384. Hillman retail dealers.

SOUTHSEA (Hants.).—E.M.A., Ltd., Tudor House Grove Rd. South. Tel. Portsmouth 2168. Hillman distributors.

STAINES BRIDGE (Middlesex).—Dobsons (Staines), Ltd., Tel. Staines 801. Hillman area dealers.

STOCKTON-ON-TEES.—Wiggins Garage, Ltd., Norton Rd. Tel. 53237. Hillman dealers.

STOKE-ON-TRENT.—Bailey's Garage, Ltd., Leek Rd. Hanley. Tel. Stoke-on-Trent 29671/2. Retail dealer.

STOURBRIDGE (Worcester).—Halesowen Motor Works, Ltd., Lower High St. Tel. Stourbridge 57655. Hillman area dealers.

TRING, Arthur Gower & Son, Tring Motor Garage Western Rd. Tel. Tring 3027. Main dealers.

TRURO (Cornwall).—The Trafalgar Garage, Ltd., Trafalgar Sq. Tel. 2461. Hillman distributors.

TUNBRIDGE WELLS (Kent).—St. John's Motor Co., Ltd., 62-64, St. Johns Rd. Tel. 20619. Tunbridge dealers.

WALLINGTON (Surrey).—McKinnon Motors, Ltd., Langham House, 3, Stafford Rd. Tel. Wallington 3404. Main dealers.

WARRINGTON.—Percy Duckworth, Ltd., 44-46, Winwick St. Tel. Warrington 3636/7. Hillman main dealers.

WATTON (Norfolk).—L. A. Pitch, Wayland Garage, Thetford Rd. Tel. Watton 286. Hillman retail dealers.

WESTCLIFF-ON-SEA.—Chalkwell Motor Co., Ltd., 864-866, London Rd. Tel. Leigh-on-Sea 78247. Retail dealers.

WEYBRIDGE (Surrey).—R. J. Shanks & Co., Ltd., Baker St., Weybridge 117 & 1534. Area dealers.

WIGAN (Lancs.).—S. & S. Motors (Wigan), Ltd., Central Garages, Crompton St. Tel. 2281/2. Hillman retail dealers.

WINCHESTER.—Will Short, Ltd., 2-4, St. Cross Rd. Tel. 2398. Hillman distributors.

WINDSOR.—Martins Garages, 103, St. Leonards Rd. Tel. Windsor 3439. Hillman distributors.

WINSFORD (Cheshire).—Dickinson Bros., High St. Tel. Winsford 2241/2. Hillman main dealers.

WOKING, E. 15.—L. F. Dove, Ltd., White Rose Lane. Tel. Woking 1232. Hillman main dealers.

WOKINGHAM (Berkshire).—The Wokingham Motor Co. (1953), Ltd., Finchampstead Rd. Tel. Woking 380. Retail dealers.

YORK.—Lister & Edmund, Ltd., The Mount and Holgate Rd. Tel. York 3048. Hillman distributors.

HOTCHKISS

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Concessionaires.

H.R.G.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Distributors.

HUMBER

ALDERSHOT (Hants.).—H. A. Charter, Esq., Station Rd. Tel. Aldershot 1246-7. Humber main dealers.

AYLESBURY (Bucks.).—The Bucks Motor Co., Ltd., Gt. Western St. Tel. Aylesbury 164 & 165. Humber dealers.

BARNET (Herts.).—Hadley Green Garages, Ltd., 202, High St. Tel. Barnet 0332 & 0910. Dealers.

BOSTON (Lincs.).—E. C. Stanwell & Sons, Ltd., West St. Tel. 3867/8. Humber retail dealer.

BOURNEMOUTH.—Geo. Hartwell, Ltd., Holdenhurst Rd. Tel. B'mouth 4161. Humber distributors.

BRENTFORD (Middlesex).—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd., Edgware 5400 (7 lines). Official retailers.

BRISTOL, 1.—Cathedral Garage, Ltd., College Green, Tel. Bristol 20031. Humber main distributors.

BROMLEY COMMON.—Tudor Auto-Services, Ltd., Tudor Garage, Hastings Rd. Tel.hurstway 1262. Main agents.

BURY (Lancs.).—P. & E. Finney, Ltd., 82-86, Bolton St. Tel. Bury 3208/9. Humber retail dealers.

CARLWILLE, Harrison (Motor Engineers), Ltd., 37-41, Warwick Rd. Tel. Carlisle 25177/25178. Humber distributors.

CHELTENHAM.—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. Cheltenham 55391. Humber distributors.

CROYDON, Surrey.—Manton Motors, Ltd., 23-27, 37-39, Shirley Rd. Tel. Addiscombe 6051. Main dealers.

CROYDON.—W. Shirley & Sons, 17, Montague Rd. Tel. Croydon 0716. Humber retail dealers.

EDINBURGH, 5.—James Ross & Sons (Motors), Ltd., Lothrin. Tel. Fou. 1555/8. Humber Agents.

ESBOM (Surrey).—H. F. Edwards & Co., Ltd., 28, 30, Upper High St. Tel. Epsom 9400. Retail dealers.

ERITH (Kent).—North End Machinery & Motor Services, Ltd., North End Rd. Erith 3000. Main agents.

GAMILINGAY (Cambs.).—W. J. Empson, West End Garage, Tel. Cambridge 236. Eumer dealers.

GLASGOW, S.E.—James B. Robinson, Ltd., 400, Gallowgate. Tel. Bridgeton 3868. Humber retail dealers.

GLoucester.—Taylors Crypt House Motors, Ltd., London Rd. Tel. 24061/3. Humber main dealers.

GREAT HARWOOD (Lancs.).—J. H. Nightingale, Ltd., Harwood Bar Garage. Tel. 3259. Humber main dealers.

HALESOWEN (Worcester).—Halesowen Motor Works, Ltd., Whitehall Rd. Tel. Halesowen 1635. Humber area dealers.

HARROW (Middlesex).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd. Wordsworth 7805 (5 lines). Retail dealer.

HATFIELD, Herts.—W. Waters & Sons, Ltd., Barnet Rd. Tel. Hatfield 2711. Humber distributors.

HAVERFORDWEST (Pemb.).—James Parry, County Motors, Ltd., Haverfordwest 122. Humber retail dealers.

HERTFORD.—W. Waters & Sons, Ltd., North Rd. Tel. Hertford 3044. Humber distributors.

HIGH WYCOMBE (Bucks.).—Davenport Vernon & Co., Ltd., 31-2 & 34, High St. Tel. 2400 (5 lines). Distributors.

ISLEWORTH, Middx.—B. N. White-Spunner, Ltd., 640-652, London Rd. Isleworth 2552-2554-2151. Main dealers.

INGSTON-UPON-THAMES, H. Taylor & Co., 135-7, London Rd. Tel. Kingston 1263. Humber main dealers.

LEICESTER, E. W. Campion & Sons, Ltd., 45, Blundstone Rd. Tel. Leicester 22945. Humber retail dealers.

IVERPOOL.—H. Woodward & Son, Ltd., Altcar Works, Formby. Tel. Formby 630. Humber retail dealers.

LONDON, W.3.—Metropolitan Motors, 192-196, Horn Lane, Acton. Tel. Acorn 5064 (4 lines). Retail dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammarst. Tel. 2084/5. Humber retail dealers.

LONDON, N.W.1.—Blue Star Garage, 128a, Camden Rd. Tel. Gulliver 5028. Humber retail dealers.

LONDON, N.W.4.—Hendon Central Garage, Ltd., 2064/5. Retail dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford. Tel. Silverthorn 1820/1. Main dealers.

LONDON, E.8.—Leigh & Botfield, Ltd., 24, London Lane. Tel. Amherst 6116. Stocking dealers.

LONDON, S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814, Old Kent Rd. New Cross 4966. Distributors.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. 79-91. New King's Rd. Tel. Renown 1183. Retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Fre. 3335. Retail dealers.

LONDON, S.W.12.—Nightingale Eng'g. Co., Ltd., Western Lane, Nightingale Lane. Tel. Battersea 2193. Retail dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

M.G.—Continued

GLASGOW, C.3.—James H. Galt, Ltd., 52, Woodlands Rd. Tel. Douglas 7598. M.G. retail dealers.
HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. M.G. retail dealers.
HUDDERSFIELD.—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3311/2/3. M.G. retail dealers.
LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42 Mews' Mews, Berkeley Sq. Tel. 2565. Retail dealers.
LONDON, W.6.—Rogers Garage, 12, Wellesley Ave., Paddington Rd., Hammersmith. Tel. Riverside 2644/5. Retail dealers.
LONDON, E.7.—Bonhag & Sons, Ltd., 268, Romford Rd. Forest Gate. Grangewood 3464. M.G. dealers.
LONDON, S.W.1.—J. James (London), Ltd., 55-56, Pall Mall. Tel. Trafalgar 7311 (3 lines). M.G. retail dealer.
LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Liberty 8221/8. Retail dealers.
MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus 2874/5. M.G. retail dealers.
SIDCUP (Kent).—Crisp Brothers Automobile Engineers, Ltd., Main Rd. Tel. Footscray 3066. M.G. retail dealers.
SLOUGH (Bucks).—Wilson of Slough, Morris House, Chandos St. Tel. 24181/2. Official Nuffield retail dealers.
SMETHWICK (Staffs).—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1135/9. M.G. retail dealers.
SWANSEA (Glam.).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55132/3. M.G. retail dealers.
YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within). Tel. York 2388. M.G. distributors.

MORGAN

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Tel. Langham 7733. Morgan distributors.
LONDON, N.2.—Motorists (London), Ltd., East Finchley Station. Tel. Tudor 2301/2. Morgan Plus 4 distributors.
LONDON, S.W.5.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Morgan distributors.
MALVERN (Worcester).—Bowman & Acock, Ltd., Pocklington Garage, Worcester Rd. Tel. Malvern 262. Morgan distributors.
NORWICH.—John L. Pointer, The Garage, Ayisham Rd. Tel. Norwich 20054. Morgan distributors.

MORRIS

ALRESFORD (Hants).—Hankin's, Ltd. Tel. Alresford 28. Morris retail dealers.
ASHFORD (Middx).—Hard's Garage & Engineering Co., Ltd., Kingston Rd. Ashford 2084 & 3908. Dealers.
BANBURY (Oxon).—The County Garage, The Cross, Tel. Banbury 2458. Morris retail dealers.
BANSTEAD (Surrey).—Prospect Garage (Banstead), Ltd., Brighton Rd. Tel. Burnt Heath 2202/3. Morris retail dealers.
BEDFORD.—George Langley, Ltd., Morris House, Birmingham Rd. Tel. 66221. Morris distributors.
BICESTER (Oxon).—Laytons Garage, London Rd. Tel. Bicester 35. Morris dealers.
BLACKWOOD (Mon.).—Alfred Chaston, Ltd., Morris Engineers. Tel. 3165/6. Morris main dealers.
BLAKENEY (Norfolk).—Pye's Garage (Blakeney), Ltd., Morston Rd. Tel. Cley 329. Morris retail dealers.
BLETCHLEY (Bucks).—Winslow Motor & Eng. Co., High St., Winslow. Tel. Winslow 31. Retail dealers.
BOURNEMOUTH—Auto Service Garage (Bournemouth), Ltd. 55/37, R. L. Stevenson Ave. Westbourne 6544. Morris retail dealer.

BRADFORD (Yorks).—Eric S. Myers, Ltd., 52-62, Manningham Lane, Bradford 25591 (3 lines). Morris sole distributors.
BRIDGWATER (Somerset).—Real, Mendip & Wills, Ltd. Tel. 2639. Morris area dealers.
BROOKWOOD, Surrey.—The Connaught Garage & Motor Works (Brookwood), Ltd., Cross Roads, Brookwood 3284. Dealers.
CATERHAM (Surrey).—Layham's Engineering Co., 379-383 Croydon Rd. Tel. Caterham 2384. Morris stocking agents.
CATERHAM (Surrey).—E. C. Steele, 119-123, Croydon Rd. Tel. Caterham 615. Morris retail dealers.
CHATHAM (Kent).—Short Street Garage, Luton Rd. Tel. Chatham 2062. Morris retail dealers.
COOKHAM (Berks).—Barnside Motors, Ltd., High St. Tel. Bourne End 129. Morris main agents.
COSHAM (Hants).—Southern Garages (Cosham), Ltd., 111, Havant Rd. Tel. Cosham 76464. Morris retail dealers.
COULSBOROUGH (Surrey).—Star Lane Garage, Brighton Rd. Tel. Downland 237. Morris dealers.
CRAWLEY (Sussex).—Borsal & Collins, Ltd., Victoria Garage, Tel. Crawley 453. Morris main dealers.
CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tawbrook Rd. Croydon 6004 (6 lines). Morris retail dealers.
DAENHAM (Esex).—Crown Garage Daenham, Ltd., Rainham Road South. Rainham 623 & 3771. Retail dealer.
DARTFORD (Kent).—John C. Beadle, Ltd., Spital St. Tel. 5067 (3 lines). Morris distributors

MORRIS—Continued

DENHAM (Bucks).—Denham Service Station, Ltd. Tel. Denham 2266. Morris agents.
DORKING (Surrey).—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2356 (3 lines). Morris dealers.
DOVER.—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Ave. & I. Folkestone Rd. Tel. 129 & 41. Main dealers.
EDGARSTON.—Hunt's (Birmingham), Ltd., 197-199, Edg. Rd. Tel. 2921 (5 lines). Works.—Parker St. Retail dealers.
EDINBURGH, S.—Inglis Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. Morris retail dealers.
ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Morris dealers.
ENFIELD (Middle).—L. A. & A. C. Wyman, Ltd., Central Garage, 126-132, Chase Side. Enfield 2992. Retail dealers.
EPSOM (Surrey).—The Woodcote Motor Co., Ltd., Church St. Tel. Epsom 1234 (5 lines). Morris distributors.
ESHER.—E.P.S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emberbrook 5000. Morris retail dealer.
GLASGOW, C.3.—James H. Galt, Ltd., 52, Woodlands Rd. Tel. Douglas 7598. Morris retail dealers.
HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., High St. Tel. Hampstead 6041. Morris retail dealers.
HAROLD PARK (Essex).—McGills (Harold Park), Ltd., Colchester Rd. Tel. Ingrebourne 79. Morris agents.
HARROW (Middx).—Blue Star Garage, Alexandra Ave., Rayners Lane. Tel. Pinney 3854. Morris retail dealers.
HOLLAND-ON-SEA (Essex).—Holland-on-Sea Motors, Ltd., Main Rd. Tel. Holland-on-Sea 2205. Dealers.
HUDDERSFIELD.—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3311/2/3. Morris retail dealers.
KESTON (Kent).—White House Garage, Keston Mark, Tel. Barnborough 343. Morris agents.
KEW (Cumberland).—Kewick Motor Co., Penrith Rd. Tel. 64. Morris dealers.
KINGSTON-ON-THAMES.—Lankester Engineering Co., Ltd., 39-43, Eden St. Tel. Kinn 351/4. Morris retail dealers.
KINGSTON-ON-THAMES (Surrey).—G. W. Wilkin, Ltd., 26, London Rd. Tel. Kingston 2241. Morris dealers.
LAMBERHURST (Kent).—F. J. Aards & Co., High Street Garage, Tel. Lamberhurst 217. Morris retail dealer.
LITTLEPORT (Cambs).—Audley Garage, Tel. Littleport 226. Morris area dealers.
LIVERPOOL, S-W.—F. Melling & Sons, Ltd., Northumberland St. Tel. Royal 3828. Morris retail dealers.
LONDON, W.1.—H. Hardy & Son, 50, Marylebone High St. Tel. Welbeck 1101/3. Retail dealers.
LONDON, W.1.—Edgar Harrison, Ltd., 33, North Row, Park Lane. Tel. Mayfair 0402/3. Retail dealers.
LONDON, W.1.—Herbert & Mills, Ltd., 75, Great Portland St. Tel. Langham 5306/1. Retail dealers.
LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Mews' Mews, Berkeley Sq. Tel. 2565. Retail dealers.
LONDON, W.1.—E. L. Mendel, Ltd., 85, Great Portland St. Tel. Langham 2261. Morris retail dealers.
LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Tel. Langham 7733. Morris retail dealers.
LONDON, W.1.—Stewart & Ardern, Ltd., Morris House, Berkeley Sq. Tel. Mayfair 7680. Morris distributors.
LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Bayswater 0085/6. Retail dealers.
LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Maida Arch. Paddington 3075. Retail dealers.
LONDON, W.5.—Acton Garage, 229, High St., Acton. Tel. Acorn 1806. Morris dealer.
LONDON, W.5.—Whiting of Acton, 273, The Vale, Acton. Tel. Shepherd Bush 5355. Morris dealers.
LONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall, Ealing. Tel. Eal. 4727/9. Morris dealers.
LONDON, W.6.—Rogers Garage, 12, Wellesley Ave., Paddington Rd., Hammersmith. Tel. Riverside 2644/5. Retail dealers.
LONDON, N.W.3.—Blue Star Garage, 617, Finchley Rd. Tel. Hampstead 2254. Morris retail dealers.
LONDON, N.W.4.—Brent Cross Garage, Hendon Way, Hendon. Tel. Speedwell 1196. Morris retail dealers.
LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon. Tel. 1145/6 & 1181/2. Tel. all dealers.
LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury, Colindale 6134 & 4485. Retail dealers.
LONDON, N.1.—Blue Star Garage, Caledonian Rd., Islington. Tel. 1er. 6991. Morris retail dealers.
LONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green. Tel. Tudor 2291/3. Morris retail dealers.
LONDON, N.12.—Walter Mortlock, 912-920, High Rd., North Finchley. Tel. Hillside 0890. Morris dealers.
LONDON, N.17.—The Red Circle, Ltd., Eastern Arm, 10, Cambridge Rd., Tottenham. Tottenham 1906/755. Retail dealers.
LONDON, N.21.—Winchmore Hill Garage, Ltd., 808-4, Green Lanes. Tel. Laburnam 5861. Morris retail dealers.

MORRIS—Continued

LONDON, E.6.—Norman Thomson (Motors), Ltd., 295-298, Barking Rd., East Ham. Tel. Grangewood 2550. Dealers.
LONDON, E.6.—Traynor Motors, Ltd., 133-5, High St., South, East Ham. Grangewood 2550. Morris dealers.
LONDON, E.7.—Bonhag & Sons, Ltd., 268, Romford Rd., Forest Gate. Tel. Grangewood 3464. Morris dealers.
LONDON, E.11.—A. W. Story (Motors), Ltd., 685, Highbury Rd., Leytonstone. Tel. 6671/2. Morris stockist dealers.
LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Tel. Hop 2562. Morris retail dealers.
LONDON, S.E.5.—Bloomfield's Cars (Camberwell), 92-110, Camberwell Rd. Tel. Rodney 3021/23. Retail dealers.
LONDON, S.E.21.—Charles H. Pickup, Ltd., 25, Dulwich Village. Tel. Gipsy Hill 0083. Retail dealers.
LONDON, S.E.23.—Titjen & Hillier, Ltd., 100, Woodvale, Forest Hill. Tel. For. 2432. Retail dealers.
LONDON, S.E.24.—George Osborne, Ltd., Herne Hill. Tel. Brixton 2057/8/9. Morris retail dealers.
LONDON, S.W.1.—J. James (London), Ltd., 55-56, Park Mst. Tel. Trafalgar 7311 (3 lines). Morris retail dealers.
LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Morris retail dealers.
LONDON, S.W.3.—Tankard & Smith (Chelsea), Ltd., 194-198, Kings Rd. Tel. Fls. 4801/3. Retail dealers.
LONDON, S.W.7.—Pawson & Collins, Ltd., Queen's Gate, Worms 2 Mews, Kensington Gore. Kensington 6282. Dealers.
LONDON, S.W.8.—Oer Cars, Ltd., 60-62, Queenstown Rd. Tel. Macaulay 3363/4. Morris retail dealers.
LONDON, S.W.9.—Wilson's Automobiles & Coachwork, Ltd., Trinity Gdns., Brixton. Tel. Brixton 4011. Retail dealers.
LONDON, S.W.12.—H. W. H. Engineering Co., Ltd., Beechholme Garage, 39, Nightingale Lane. Bat. 4051. Retail dealers.
LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4581 (3 lines). Retail dealers.
LONDON, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd. Tel. Balham 6666. Stocking dealer.
LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Liberty 8221/8. Retail dealers.
LONDON, S.W.19.—Coles Garages, Worples Rd., Wimbledon. Tel. Wimbledon 0195/6. Morris retail dealers.
LONDON, S.W.19.—E. S. Prior & Son, Ltd., 256-262, Wimbledon Park Rd. Tel. Putney 4577. Retail dealers.
LWESTON.—P. W. Watson & Sons, Ltd., 128, St. Peter's St. Tel. 683/684. Morris area dealers.
MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus 2874/5. Morris retail dealers.
MARNHULL (Dorset).—Lewis's Garage. Tel. Marnhull 239. Morris dealers.
NEWCASTLE (Staffs).—Henry Farr & Son, Ltd., Tel. Newcastle 67521/2. Morris agents.
ORPINGTON (Kent).—Burton & Deskin, Ltd. Tel. 7622 (3 lines). Morris agents.
POTTERS BAR (Middx).—Blue Star Garage, High St. Tel. Potters Bar 3205. Morris retail dealers.
RETFORD (Notts).—A. H. Turner, Ltd., Markham Moor, Tel. Tuxford 215. Morris area dealers.
RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Richmond 4822/3. Retail dealers.
ROCHDALE.—Ratcliffe Bros., Mount Green Garage, Halford Rd. Tel. Littleborough 8751. Morris retail dealers.
ROYSTON (Herts).—Logsdon's Garage, Ltd. Tel. Royston 2281/2. Morris retail dealers.
SIDCUP (Kent).—Crisp Brothers Automobile Engineers, Ltd., Main Rd. Tel. Footscray 3066. Morris retail dealers.
SILCHESTER (Nr. Reading).—Lovegrove & Lovegrove, Ltd. Tel. Silchester 208. Morris stockists.
SLOUGH (Bucks).—Hartwell's Motors (Slough), Ltd., Bath Rd. Tel. Burnham 400. Morris retail dealers.
SLOUGH (Bucks).—Wilson of Slough, Morris House, Chandos St. Tel. 24181/2. Official Nuffield retail dealers.
SMETHWICK (Staffs).—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1135/9. Morris retail dealers.
SOUTH CROYDON.—C. W. J. Coles (Croydon), Ltd., Blunt Rd. Tel. Croydon 0074/5. Morris retail dealers.
SOUTH NORWOOD.—David Kennedy (Engineers), Ltd., 215-5, Selhurst Rd. Tel. Livingstone 1055. Morris retail dealers.
STAINES BRIDGE (Middlesex).—Dobsons (Staines), Ltd. Tel. Staines 801. Morris area dealers.
ST. ALBANS.—Tiley & Moores, Ltd., London Rd. Tel. St. Albans 199. Morris retail dealers.
STOCKBRIDGE (Hants).—E. C. Flinck & Son, Grosvenor Garage. Tel. Stockbridge 11. Morris retail dealers.
STORRINGTON (Sussex).—Stockers' Garage, The Square, Tel. Storrington 12. Morris stockists.
SWANSEA (Glam.).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55132/3. Morris retail dealer.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

MORRIS—Continued

NETFORD (Norfolk).—W. & G. Lambert, Ltd., Castle St. & Norwich Rd. Tel. 2217. Morris dealers.

TOLWORTH (Surrey).—Blue Star Garage, The Broadway, Tel. Elmbridge 0049. Morris retail dealers.

TRURO (Cornwall).—H. T. P. Motors, Ltd. Tel. Truro 2581/2/3. Morris distributors.

TUNBRIDGE WELLS (Kent).—The St. John's Motor Co., Ltd., 62-64, St. John's Rd. Tel. 20619. Stockists dealers.

TWICKENHAM (Middlesex).—Spikins (Twickenham), Heath Rd. Tel. Popesgrave 1055. Morris retail dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Morris dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within). Tel. 2588. Morris retail dealers.

NASH

LONDON, N.W.1.—Nash Concessionaires, Ltd., Nash St., Albany St. Tel. Euston 5558/9. Nash concessionaires.

OLDSMOBILE

EDINBURGH, 3.—Inglis Automobiles, Ltd., 64-78, Pitt St. Tel. Edinburgh 26287. Oldsmobile main agents.

LONDON, W.1.—Lex Garages, Ltd., 2, Lexington St. Tel. Garrard 8600. Oldsmobile distributors.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Oldsmobile retail dealers.

PACKARD

BRADFORD.—Charles Sidney, Ltd., 39, Westgate. Tel. Bradford 23884. Packard distributors.

BRENTFORD (Middlesex).—Leonard Williams & Co. (1940), Ltd., Packard Bldgs., Gt. West Rd., Ealing 5400 (7 lines). Sole concessionaires.

PEUGEOT

SOUTH KENSINGTON, London, S.W.1.—Harold Radford & Co., Ltd., Melton Court, Ken. 6642. Sole concessionaires.

BELFAST.—Wilson & Leaper, Ltd., 35-43, Bridge End. Tel. Belfast 57084. Peugeot distributors.

BRISTOL, 8.—Berkeley Motors, Ltd., Berkeley Sq. Tel. Bristol 22514. Peugeot distributors.

CHELTENHAM.—Metropolitan Motors, Hewlett Rd. Tel. Cheltenham 4596. Peugeot distributors.

DOUGLAS (I.O.M.).—John Shrimmin, 26-7, Derby Square. Tel. Douglas 1198. Peugeot distributors.

FOLKESTONE.—Auto Pilots, Ltd., Folkestone Harbour. Tel. Folkestone 4589. Peugeot distributors.

GLASGOW, S.5.—Arnou Motors, Ltd., Newburgh Works, Newlands. Tel. Glasgow Lansgate 2720. Peugeot distributors.

HUDDERSFIELD.—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3511/2/3. Peugeot distributors.

LONDON, W.1.—Tom Knowles, 19, Brick St. Tel. Mayfair 5385. Peugeot sole concessionaires.

MANCHESTER.—Groaveno, Garage, Levenshulme. Tel. Manchester Rusholme 2874. Peugeot distributors.

ROMFORD.—Frederick Harrington, Ltd., 306, London Rd. Tel. Romford 1815. Peugeot distributors.

PONTIAC

LONDON, S.W.3.—U.S. Concessionaires, Ltd., 5, Jubilee Place, Chelsea. Tel. Flaxman 7752. Importers and distributors.

RENAULT

DENHAM (Bucks).—Denham Service Station, Ltd. Tel. Denham 2266. Renault distributors.

HUDDERSFIELD.—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3511/2/3. Renault distributor.

LEICESTER.—The County Garage & Motor Works (Leicester), Ltd., Aylestone Rd. Tel. Leicester 20247/8. Distributors.

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave., Acton. Acorn 5224/5. Distributors.

LONDON, W.14.—Metropolis Garages, Ltd., Macmillan Rd. Tel. Shepherd's Bush 5385. Renault distributor.

LONDON, S.W.7.—Oxford & Sons, Ltd., 154, Gloucester Rd. Tel. Freemantle 0051. Renault distributor.

MANSFIELD (Notts).—James Windsor & Sons (Mansfield), Ltd., Nottingham Rd. Tel. 2401-2. Renault distributors.

PLYMOUTH.—Walter Williams, Rendle St., Octagon. Tel. Plymouth 4829. Renault distributors.

SOUTHAMPTON.—O. W. Cox & Co., Ltd., Redbridge Causeway. Tel. Totton 2189. Renault distributors.

SURBITON (Surrey).—Welham's Renault Sales & Service, 5-7, Surbiton Hill Rd. Tel. Elmbridge 1873.

RILEY

ABERDEEN.—Town & County Motor Garage, Ltd., 19, Justice Mill Lane. Tel. Aberdeen 22388. Riley distributors.

ASHFORD (Kent).—C. Hayward & Son, 20-46, New St. Tel. Ashford 354. Riley distributors.

BLACKWOOD (Mon).—Alfred Chaston, Ltd., Automobile Engineers. Tel. 3165/6. Riley main dealers.

BRADFORD (Yorks).—Eric S. Myers, Ltd., 52-62, Manningham Lane, Bradford 25591 (2 lines). Riley main dealers.

RILEY—Continued

BRIDGEMAN, W. H. Challen, Ltd., Cannington. Tel. Combebridge 228. Riley main agents.

CHESTER.—J. Black & Co., Ltd., 150, Foregate St. Tel. Chester 22358/9. Riley distributors.

COLE (Lancs).—D. Kitchen, Ltd., Atlas Garage. Tel. Colne 404/5. Riley distributors.

DARTFORD (Kent).—John C. Beadle, Ltd., Spital St. Tel. 3067 (3 lines). Riley retail dealers.

DORKING (Surrey).—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256 (3 lines). Riley dealers.

GLASGOW, C.3.—James H. Galt, Ltd., 52, Woodlands Gate. Tel. Douglas 7598. Riley retail dealers.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5488/9. Riley distributors.

HUDDERSFIELD.—Newton of Huddersfield, Viaduct St. Tel. Huddersfield 3511/2/3. Riley area dealer.

IVERPOOL.—J. Blake & Co., Ltd., 110, Bold St. Tel. Royal 6222. Riley distributor.

LONDON, W.1.—H. M. Bentley & Partners, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Retail dealers.

LONDON, W.1.—R. Hardy & Son, 50, Marylebone High St. Tel. Webeck 1101/3. Retail dealers.

LONDON, W.1.—Edgar Harrison, Ltd., 55, North Row, Park Lane. Tel. Mayfair 0402/3. Retail dealers.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq. Grosvenor 2565. Retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Tel. Langham 7793. Riley retail dealers.

LONDON, W.2.—S. Morris & Co., 29-31, Edward Rd., Marble Arch Paddington 3075. Retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bayswater 4274. Riley stocking dealers.

LONDON, N.2.—Motorists (London), Ltd., East Finchley Station. Tel. Tudor 2301/2. Riley agents.

LONDON, E.7.—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate. Grangewood 3464. Riley dealers.

LONDON, S.W.1.—J. James (London), Ltd., 55-56, Pall Mall. Tel. Trafalgar 7511 (3 lines). Riley distributor.

LONDON, S.W.18.—Naylor & Root, Ltd., 25, East Hill. Tel. Battersea 2252. Riley retail dealers.

LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House Morden Rd. Tel. Liberty 8221/8. Retail dealers.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor retail dealers.

MANSFIELD (Notts).—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Riley retail dealers.

SHREWSBURY.—Gatesbury Bros., Ltd., Column Garage. Tel. Shrewsbury 6272. Riley distributors.

SIDCUP (Kent).—Cripps Brothers Automobile Engineers, Ltd., Main Rd. Tel. Footscray 3066. Riley retail dealers.

SLOUGH (Bucks).—Wilton of Slough, Morris House Chandos St. Tel. 24181/2. Official Nuffield retail dealers.

SMETHICK (Staffs).—E. Brown (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. Riley retail dealers.

SOUTHAMPTON.—H. G. Dobbs, Ltd., Riley House, 11, Lodge Rd. Tel. Southampton 55718. Riley distribution.

STAINES (Middlesex).—Dobsons (Staines), Ltd. Tel. Staines 801. Riley area dealers.

ST. ALBANS.—Tilley & Moore, Ltd., London Rd. Tel. St. Albans 199. Riley area dealers.

SWANSEA (Glam).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55132/3. Riley distributors.

TRING (Herts).—The Market Garage, Brook St. Tel. Tring 2049. Riley area dealers.

WEMBLEY (Middlesex).—Montrose Motors, Ltd. Tel. Wembley 2636/4443. Riley distributors.

ROLLS-ROYCE

BEDFORD.—Markett Bros., Ltd., 5, High St. Tel. 66322. Rolls-Royce main agents.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5488/9. Rolls-Royce special retailers.

LONDON, W.1.—Jack Barclay, Ltd., Berkeley Sq. Tel. Mayfair 7444. Rolls-Royce retailers.

LONDON, W.1.—W. H. Fox & Co., Ltd., 5-5, Burlington Gdns. Regent 7697. Officially appointed retailers.

LONDON, W.1.—Jack Olding & Co., Ltd., Audley House, North Audley St. Tel. Mayfair 5242. Retail dealers.

LONDON, S.W.7.—Padson Bros., Ltd., 60, Cheval Place, Kensington. Kensington 3477. Official Rolls-Royce specialists.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd., Milton Court, Kensington 6642. Retail dealers.

STAINES (Middlesex).—Dobsons (Staines), Ltd. Tel. Staines 801. Rover area dealers.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St. Tel. 4545. Rover main agents.

THAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Rd. Tel. Emberbrook 5551. Rover official retailers.

VIRGINIA WATER (Surrey).—Gavin Fairfax Ltd., Wentworth Service Garage. Tel. Wentworth 5154. Rover main agents.

WEYBRIDGE (Surrey).—Wood's Garages, Ltd., High St. Tel. Weybridge 217. Rover main dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Rover dealers.

YORK.—City Garage Co., Bisks St. Tel. York 3181/5170. Rover main distributors.

ROVER—Continued

BARNET.—Heron Garage, Merton, Ltd., Gt. North Rd. Tel. Barnet 4100. Rover main dealers.

BEDFORD.—Markett Bros., Ltd., 5, High St. Tel. 66322. Rover main agents.

BECKHILL ON SEA.—F. Dodson, Ltd., Beckhill-on-Sea 2382/3. Rover distributors.

BESTER (Oxon).—Laytons Garage, London Rd. Tel. Bicester 35. Rover distributors.

BLACKWOOD (Mon).—Alfred Chaston, Ltd., Automobile Engineers. Tel. 3165/6. Rover main dealers.

BOURNEMOUTH.—Ewens Motors, Ltd., 7, Lansdowne Rd. Tel. Bournemouth 850. Rover distributors.

BURY.—Cliff Holden (Motors), Ltd., Millett St. Tel. Bury 294. Rover retail dealers.

CARMARTHEN.—W. Edwards & Sons (Carmarthen), Ltd., Towy Garage. Tel. Carmarthen 482-3. Distributors.

CHESTER.—Godfrey Houghton, Ltd., 38, City Rd. Tel. 24418. Rover retail dealers.

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage. Tel. Crawley 453. Rover main dealers.

DORKING (Surrey).—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256 (3 lines). Rover area dealers.

EAST TWICKENHAM (Middlesex).—Grand Garages (Richmond), Ltd., Richmond Rd. Tel. Popesgrave 2216. Rover area dealers.

DOBASTON.—Hunt's (Birmingham), Ltd., 197-199, Hanley Rd. Edg. 2921 (3 lines). Works: Parker St. Retail dealers.

EPSOM (Surrey).—Page Motors, Ltd., 70, High St. Tel. Epsom 9891 2/3. Rover area dealers.

GLASGOW, C.4.—James Gibson (Motors), Ltd., 585, Parliamentary Rd. Tel. Douglas 1013-1014. Rover distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5488/9. Rover distributors.

GUILDFORD (Surrey).—Coombs & Sons (Guildford), Ltd., Portsmouth Rd. Tel. 62907 (3 lines). Rover main agents.

HITCHIN (Herts).—Ralph E. Sanders & Sons, Ltd. Tel. 681. Rover main agents.

ESWICK (Cumberland).—Keswick Motor Co., Penrith Motor Co., Penrith Rd. Tel. 64. Rover dealers.

EICESTER.—Walter E. Sturges & Sons, Ltd., Braunstone Gate. Tel. Leicester 22047 8/9. Rover distributors.

IVERPOOL.—J. Blake & Co., Ltd., 110, Bold St. Tel. Royal 6622. Rover main agents.

IVERPOOL.—H. Woodward & Son, Ltd., Altcar Works, Formby. Tel. Formby 630. Rover retail dealers.

LONDON, W.1.—H. M. Bentley & Partners, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. Retail dealers.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Square. Grosvenor 2563. Retail dealers.

LONDON, W.15.—Gordon Lovett, Limited 45, The Mall, Ealing. Tel. Eal. 4727/8. Rover dealers.

LONDON, S.W.15.—Rouhans of Putney, 96-98, Upper Richmond St. Rd. Putney. Tel. 4581 (3 lines). Retail dealers.

LONDON, S.W.19.—Evans (Wimbledon), Ltd., 131, Alexandra Rd., Wimbledon. Tel. Wimbledon 0163. Rover area dealers.

LONDON, S.W.19.—E. S. Prior & Son, Ltd. Tel. 296-262. Wimbleton Park Rd. Tel. Putney 4577. Retail dealers.

MALVERN (Worcs).—Bowman & Acock, Ltd., Pickersleigh Garage, Worcester Rd. Tel. Malvern 262. Main agent.

MANCHESTER, 15.—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St. Tel. Ardwick 1543-4. Retail dealers.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874-5. Rover retail dealers.

NEWBURY.—Green & Whincup, Northbrook St. Tel. Newbury 251. Rover distributors.

NEWCASTLE (Staffs).—Henry Farr & Son, Ltd. Tel. Newcastle 6721/2. Rover agents.

PORTSMOUTH (Hants).—Linington Bros., Ltd., Swan St. Tel. Portsmouth 74102. Rover distributors.

RADING (Berksh).—T. Baker & Sons, 55 & 57, Frier St. Tel. 5776. Rover distributors.

ROYSTON (Herts).—London's Garage, Ltd. Tel. Royton 2281/2. Rover dealers.

SHREWSBURY.—Vinton Greenhouse (Shrewsbury), Ltd., Greville Motor Works. Tel. Shrewsbury 3051 (5 lines). Rover distributors.

SOUTH KENSINGTON, London, S.W.7.—Harold Radford & Co., Ltd., Milton Court, Kensington 6642. Retail dealers.

STAINES (Middlesex).—Dobsons (Staines), Ltd. Tel. Staines 801. Rover area dealers.

ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St. Tel. 4545. Rover main agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

LAND-ROVER

BEDFORD—Merkett Bros. Ltd., 5, High St. Tel. 66522. Land-Rover main agents.

BEXHILL-ON-SEA—F. Dodson, Ltd., Backville Garage, Middlesex Rd. Bexhill-on-Sea 2392/5. Land-Rover distributors.

BICESTER (Oxon)—Laytons Garage, London Rd. Tel. Bicester 55. Land-Rover distributors.

GRIMSBY—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. Grimsby 5486/9. Land-Rover distributors.

KESWICK (Cumbrian)—Kirk Motor Co., Pen-y-rib Rd. Tel. 64. Land-Rover dealers.

LEICESTER—Walter E. Sturgess & Sons, Ltd., Braunstone Gate, Leicester 22047/8/9. Land-Rover distributors.

RADING (Bucks)—T. Baker & Sons, 35 & 37, Friar St. Tel. 3976. Land-Rover distributors.

ROYSTON (Herts)—Logdon's Garage, Ltd. Tel. Royton 2281/2. Land-Rover dealers.

SOUTH KENSINGTON (London, S.W.7)—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealers.

THAMES DITTON (Surrey)—Guy Salmon (Automobiles), Portsmouth Rd. Tel. Emberbrook 5551. Land-Rover official retailers.

WEYBRIDGE (Surrey)—Wood's Garages, Ltd., High Street. Tel. Weybridge 217. Land-Rover main dealer.

SINGER

YELLSBURY—G. E. Lawrence (Motors), Ltd., New St. Garage. Tel. Aylestone 566. Singer distributors.

BLACKWOOD, Mon.—Alfred Chaston, Ltd., Automobile Engineers. Tel. 3165/66. Singer distributors.

BLAKENEY (Norfolk)—Pye's Garage (Blakeneys), Ltd., Morston Rd. Tel. Cley 329. Singer area dealers.

LEICESTER—Walter E. Sturgess & Sons, Ltd., Braunstone Gate, Tel. Leicester 22047/8/9. Singer distributors.

LONDON, N.E.6—Gatehouse Motors, Ltd., 1, Hampstead Lane, Highgate. Tel. Mou. 4444. Singer retail dealers.

LONDON, E.6—Traynor Motors, Ltd., 133-5, High St. South, East Ham. Grangewood 2530. Singer dealers.

LONDON, E.6.5—Bloomfield's Cars (Camberwell), Ltd., 92-110, Camberwell Rd. Tel. Rodney 3021 & 3239. Retail dealers.

PRESTON, Lancs.—Parish's Motor Exchange, 52-62, Corporation St. Tel. 4113. Singer distributors.

RADING (Herts)—Royal Berks Motor Co., 35-45, Thorn St. Tel. 4639. Berkshire Singer distributors.

SCHEFFIELD—G. Batty & Sons, Ltd., Elliot St. Tel. 2520/3. Singer distributors.

SHREWSBURY—Gatensbury Bros., Ltd., Column Garage, Tel. Shrewsbury 6272. Singer distributors.

STONE-ON-TRENT—Bailey's Garage, Ltd., Leek Rd. Tel. Hanley. Tel. Stone-on-Trent 29671/2. Distributors.

SWANSEA (Glam)—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55132/3. Singer distributors.

TWICKENHAM (Middlesex)—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgate 1035. Singer main dealers.

YORK—Micklegate Motor Co., Ltd., Micklegate Bar (Within). Tel. York 2398. Singer distributors.

STANDARD

ALRESFORD (Hants)—Hankin's, 14d. Tel. Alresford 28. Standard retail dealers.

MERSHAM (Bucks)—Station Garage (Amerasham and Chalfont), Ltd. Tel. Amersham 870.

BALDOCK (Herts)—Quenby Bros., Ltd. Standard Balcock. Tel. Balcock 32. Standard distributors.

BARKING (Essex)—Albon's Garage, Ltd., 105-7, Longbridge Rd. Tel. Rippleway 1285 & 0180. Standard sub-dealer.

BARKING—Barking Garage & Engineering Co., Ltd., 10, Rippeway 0355 (5 lines). Standard retail dealers.

BARNET (Herts)—Odeon Motors, Ltd., Gt. North Rd. Tel. Barnet 4100. Standard area dealers.

BASINGSTOKE—Tyers & Lewis, Ltd., London Rd. Tel. 71. Standard agent and main dealer.

BEDFORD (Middlesex)—Over Hall Garages, Ltd., Staines Rd. Tel. Ashford 2523. Standard stockists.

BEKINGEATH—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. 1666. Standard area dealer.

BLAKENEY (Norfolk)—Pye's Garage (Blakeneys), Ltd., Morston Rd. Tel. Cley 329. Standard area dealers.

BRIGHTON, 1.—Moore's of Brighton (1924), Ltd., Mitre House, 147-8, Western Rd. Tel. 23014. Distributors.

BURY—Cliff Holders (Motors), Ltd., Millitt St. Tel. Bury 294. Standard retail dealers.

CHATHAM—Russell's Garages, Ltd., Medway St. Tel. Chatham 3683 (5 lines). Standard area dealers.

COCKFESTERS (Herts)—Broadfield Garage & Engineering Co., Ltd., Standard House. Tel. Barnet 7501. Retail dealers.

COVENTRY—Blamire, Queen's Rd. Garage. Tel. Coventry 5424. Standard retail dealers.

CREWE—Cooker Garages (Crewe), Ltd., 10-14 & 24-30, Nantwich Rd. Tel. 2011. Standard distributor.

CROYDON—Garrys Auto Sales, Ltd., Standard House, South End. Tel. Croydon 6066. Standard main distributors.

STANDARD—Continued

CROYDON (Surrey)—Kentish & Thomson, Ltd., 500-506, Wickham Rd., Shirley. Springpark 3477. Retail dealers.

CROYDON (Surrey)—Moore's Presto Motor Works, Ltd., Tamworth Rd. Croydon 6004 (6 lines). Standard retail dealer.

DONCASTER—Blue Star Garage, Balby. Tel. Doncaster 53156. Standard retail dealers.

DORKING (Surrey)—F. W. Mays & Co., Ltd., 105, South St. Tel. 2244. Standard area dealers.

DOBASTON—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd. Edg. 2921 (5 lines). Works: Parker St. Retail dealers.

EDGWARE (Middlesex)—Deansbrook Garage, 130, Hale Lane. Tel. Mill Hill 2244. Standard retail dealers.

EDINBURGH, 15.—The Colinton Motor Garage (Prop. D. Waddell), Spylaw St., Colinton. Tel. 8726/2. Agents.

ENFIELD—D. J. Shepherd & Co., Ltd., 454-6, Hertford Rd. Tel. Howard 1651. Standard dealers.

ENFIELD (Middlesex)—Walters (Motors), Ltd., 356, High St., Ponders End. Tel. Howard 1646. Standard stockists.

EPSOM (Surrey)—H. F. Edwards & Co., Ltd., 28-30, Upper High St. Tel. Epsom 3400. Retail dealers.

EPSOM (Surrey)—Page Motors, Ltd., 70, High St. Tel. Epsom 9891/2/3. Standard retail dealers.

EPSOM—E. F. S. Motors, Ltd., Kingston By-Pass Rd. Tel. Emberbrook 3000. Standard retail dealers.

EXETER (Devon)—Lock Brothers, Ladymouth Rd. Tel. Exeter 3990. Standard retail dealers.

EXETER—Peamore Garages, Ltd., Alphington. Tel. Kennford 581/2. Standard retail dealers.

FINCHLEY, N.3.—Cornwall Garage (Finchley), Ltd., Cornwall Avenue. Tel. Finchley 4255. Standard retail dealers.

FOREST GATE, E.7.—Drew's Woodgrange Service Stations, Ltd., Romford Rd. Gt. Era. 6601/2. Retail dealers.

GLASGOW, C.3.—Macrae, Rennie & Lindsay, Ltd., 28, Berkeley St. Tel. Douglas 6646/7/8. Distributors.

GUILDFORD (Surrey)—Puttocks Garage, High St. Tel. 5391. Standard distributors.

HAMPSTEAD, N.W.5.—Rowland Smith (Motors) Ltd., High St. Tel. Hampstead 6041. Standard retail dealers.

HARPENDEN (Herts)—F. Oggesby & Son, Ltd., Southdown Garage. Tel. 119. Standard retail dealers.

HILLINGDON—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave., Uxbridge 412 & 2296. Retail dealers.

HINDHEAD (Surrey)—Hindhead Motor Works, Ltd., Tel. Hindhead 663. Standard area dealers.

HORSHAM (Sussex)—Jackson Bros. (Horsham), Ltd., London Rd. Tel. Horsham 1111/5. Standard main dealers.

HUDDERSFIELD—A. G. Boyes & Co., Ltd., East Parade. Tel. Huddersfield 7676. Standard retail dealers.

KESTON (Kent)—White House Garage, Keston Mark. Tel. Farbough 543. Standard agents.

KINGSTON-ON-THAMES—Lancaster Engineering Co., Ltd., 39-43, Eden St. Tel. Kin. 3151/4. Standard distributors.

LEEDS, 7 (Yorks)—Brown & White (Leeds), Ltd., Roundhay Rd. Tel. 43406. Standard retail dealers.

LEICESTER—The County Garage & Motor Works (Leicester), Ltd., Aylestone Rd. Tel. Leicester 20247/8. Retail dealer.

LEIGH-ON-SEA (Essex)—Woodfield Garage, Ltd., 30-32, Woodfield Rd. Tel. Leigh 78120. Standard stockists dealers.

LIGHTON BUZZARD (Beds)—St. Christopher's Garages, Ltd. Tel. Leighton Buzzard 5253. Standard agents.

LINCOLN (Surrey)—Plaistow Garages, Ltd. Tel. 129. Standard agents.

LIVERPOOL, 8.—F. Melling & Sons, Ltd., Northgate St. Tel. Royal 3638. Standard retail dealers.

LONDON, W.1.—Berkeley Square House Garage, Ltd., Berkeley Sq. Tel. Grosvenor 4343. Standard agents.

LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5 Burlington Gdns. Tel. Regent 7687. Standard retailers.

LONDON, W.1.—Hoffmanns of London, Ltd., 17, Berkeley St. Tel. Mayfair 9060. Standard agents.

LONDON, W.1.—E. L. Mendel, Ltd., 85, Great Portland St. Tel. Langham 2651. Standard retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Tel. Langham 7753. Standard retail dealers.

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater. Tel. Bayswater 0085/6. Retail dealers.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd. Tel. Marlow Arch. Paddington 3075. Retail dealers.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd. Chiswick 0911. Retail dealers.

LONDON, W.5.—Gordon Lovett, Ltd., 45, The Mall. Tel. Ealing. Tel. Edg. 4727/8. Standard dealers.

LONDON, W.6.—Normand, Ltd., 405, King St. Tel. Hammersmith. Tel. Riverside 3665/6. Standard retail dealers.

LONDON, W.17.—Mayfield Motor & Eng. Co. Ltd., 20, Peter St. Blackfriars 8583. Retail dealers.

STANDARD—Continued

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bayswater 4274. Standard stocking dealers.

LONDON, W.14.—Metropolis Garages, Ltd., Macmillan Rd. Tel. Shepherd's Bush 5385. Standard area dealers.

LONDON, N.W.1.—Nash Concessions, Ltd., Nash St., Albany St. Tel. Euston 5558/9. Standard retail dealers.

LONDON, N.W.2.—Starnes Motors, 105, The Broadway, Cricklewood. Tel. Gladstone 2480. Standard retail dealers.

LONDON, N.W.3.—McNeil's Motors, Ltd., 126, Haverstock Hill. Tel. Primrose 5435. Standard distributors.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon. 1145/6 & 1161/2. Retail dealers.

LONDON, N.W.5.—Blue Star Garage, 63, Fortune Green Rd. Tel. Hampstead 2211. Standard retail dealers.

LONDON, N.W.7.—Ferguson & Curtis, Ltd., Parksides Garage, Mill Hill. Tel. Mill 1922. Retail dealers.

LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 555-571, Watford Way, Mill Hill. Tel. Mill 2423. Appointed dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Colindale 6134 & 4485. Retail dealers.

LONDON, N.W.10.—Ace Service Station (London), Ltd., North Circular Rd. Tel. Elig. 5585/9. Standard agents.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St. & Harlesden. Tel. Elgar 6256/7/8. Standard agents.

LONDON, N.2.—Eyre, Venables & Eyre Ltd., Fortis Green. Tel. Tudor 2291/3. Standard retail dealers.

LONDON, N.2.—Motorists (London), Ltd., East Finchley Station. Tel. Tudor 2301/2. Standard agents.

LONDON, N.3.—G. & W. Motors, Ltd., Queen's Head Garage, East End Rd., Finchley. Tel. 6236/8. Retail dealers.

LONDON, N.3.—Kelross Garage, Highbury Grange. Tel. Canonbury 5190. Standard main agents.

LONDON, N.8.—Ellis & Co., 44-56, High St., Hornsey. Tel. Mountview 2255. Standard retail dealers.

LONDON, N.9.—Grove Garage & Motors, 322, Fore St. Tel. Edmonton. Edmonton 4162. Standard retail dealers.

LONDON, N.17.—The Red Circle, Ltd., Eastern Arm. Gt. Cambridge Rd., Tottenham. Tottenham 1906 & 7535. Retail dealers.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804-8, Green Lanes. Tel. Laburnum 5861. Standard retail dealers.

LONDON, E.6.—Traynor Motors, Ltd., 133/5, High St. South, East Ham. Grangewood 2530. Standard retail dealers.

LONDON, E.7.—Bonallack & Sons, Ltd., 266, Romford Rd., Forest Gate. Grangewood 3464. Standard retail dealers.

LONDON, E.8.—Leigh & Bottfield, Ltd., 24, London Lane, Hackney. Tel. Amherst 6116. Stocking dealers.

LONDON, E.11.—Alford & Alder, Ltd., 66, Newington Causeway. Tel. Hoy 2562. Standard retail dealers.

LONDON, S.E.5.—Bloomfield's Cars (Camberwell), Ltd., 92-110, Camberwell Rd. Tel. Rodney 3021 & 3239. Retail dealers.

LONDON, S.E.9.—Milestones (Service Garage), Ltd., Eltham, Ltd., 729, Sidcup Rd., New Eltham. Eltham 5230 & 5999. Agents.

LONDON, S.E.20.—Harold G. Cole & Co., 63, Croydon Rd., Penge. Sydenham 5112 & 4627. Dealers.

LONDON, S.E.25.—Seager & Co., 175, Perry Vale, Forest Hill 1836. Standard retail dealers—service.

LONDON, S.E.26.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2067/8/9. Standard retail dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Standard retailers.

LONDON, S.W.5.—Golly's Garage, Ltd., 111a, Earl Court Rd., Earl's Court. Fremantle 6373 (5 lines). Retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Ken. 2477/8. Standard agents.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gdns., Brixton. Tel. Brixton 4011. Retail dealers.

LONDON, S.W.14.—Whytlaw & Harper, Ltd., 172, Upper Richmond Rd., East Sheen. Prospect 4455. Dealers.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney. Tel. 4581 (3 lines). Retail dealers.

LONDON, S.W.15.—X.L. Service Station, Kingston Vale. Tel. Kingston 5333. Standard retail dealers.

LONDON, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd. Tel. Balham 6666. Stocking dealers.

LONDON, S.W.18.—L. F. Dove, Ltd., 69, Broadway, Wimbledon. Tel. Liberty 3456. Standard main dealers.

LONDON, S.W.19.—E. S. Prior & Son, Ltd., 256-262, Wimbledon Park Rd. Putney 4577. Retail dealers.

MANCHESTER, 19.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane. Tel. Rus. 2874/5. Standard retail dealers.

MANCHESTER, 2.—Mayfield Motor & Eng. Co. Ltd., 20, Peter St. Blackfriars 8583. Retail dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

STANDARD—Continued

NEW SOUTHGATE, N.11.—The Bowes Road Garage & Eng. Co. Ltd., 188, Bowes Rd., Bowes Park 2284. Agents.

NORTHAMPTON.—The Douglas Garage Ltd., 46-50, Sheep St. Tel. 3391 23. Standard distributors.

PONTILLANFRITH (Mon.)—T. H. Williams, Belmont Garage, Tel. Blackwood 3231. Standard main dealers.

READING (Berks).—Julians of Reading, Ltd., 27, King's Rd. Tel. 2494. Standard distributors.

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd., Richmond 4822 5. Retail dealers.

RIMSEY—B. A. Rolfe & Sons, Ltd. Tel. Romsey 3185 6.7. Standard main dealers.

SHIFFIELD.—Central Motors (Sheffield), Ltd., 58, Bailey Lane, Tel. Sheffield 2298 2262. Retail dealers.

SIDCUP (Kent).—Hatherley Engineering Co., Ltd., 57, Hatherley Rd. Tel. Footscray 1126 7. Standard area dealers.

SIMETHWICK (Staffs).—E. E. Brown (Simethwick), Ltd., St. Paul's Rd. Tel. Simethwick 1138 9. Standard retail dealers.

SOUTH KENSINGTON (London), S.W.7.—Harold Bradford & Co. Ltd., Melton Court, Kensington 6642. Retail dealers.

SOUTHERN-ON-SEA.—W. Price (Motors), Ltd., 763, Southwicks Rd. Tel. Southend 67364. Standard retail dealers.

STAINES—Staines Motors, Ltd., 182-4, Kingston Rd. Tel. Staines 545. Standard area dealers.

ST. LEONARDS-ON-SEA.—Freeland & Fuller, Ltd., The Green, Tel. Hastings 397. Standard retail dealers.

SUNDERLAND—R. & J. Smith, Pallion Road Garage, Tel. 3303. Standard retail dealers.

TETFORD (Norfolk).—W. & G. Lambert, Ltd., Castle St. & Norwich Rd. Tel. 2217. Standard main dealers.

THEYDON BOIS (Essex).—Wood & Kraling, High Rd. Tel. Theydon Bois 2254. Standard dealers.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tun. Wells 1425. Distributors.

TWICKENHAM (Middx).—Spikins (Twickenham), 106, Heath Rd. Tel. Popesgate 1035. Standard retail dealers.

WALLASEY.—Wards Motor Stores, Wallasey Rd. Tel. Wallasey 4151. Standard retail dealers.

WALLINGTON (Surrey).—McKinnon Motors, Ltd., "The Station House," 5, Stanford Rd. Tel. Wallington 5404. Main dealers.

WALTHAM ABBEY (Essex).—J. Chapman & Son, Abbey Garage, 6, Church St. Waltham Cross 2338. Area dealers.

WALFORDSTONE (Middx).—G. & C. Motor Garages, Ltd., Canning Rd. Tel. Harrow 3432 3. Standard retail dealers.

WESTCLIFFE-ON-SEA.—Chalkwell Motor Co., Ltd., 684-686, London Rd. Tel. Leigh-on-Sea 78247. Retail dealers.

WITCHURCH (Shropshire).—J. A. Matthews (Motors), Ltd., Bridgewater Garage, Tel. Whitechurch 195. Standard area dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St. Tel. Wigan 3451. Standard area dealers.

WIMBORNE (Dorset).—Wimborne Motors (A. H. Elms), Station Terrace, Tel. Wimborne 534. Standard dealers.

WITHAM (Essex).—Witham Motor Co. (Essex), Ltd., West End Works. Tel. Witham 3360. Standard agents.

WOODFORD GREEN (Essex).—Hills Garages (Woodford), Ltd., 95, High Rd. Tel. Buckhurst 2186. Retail dealer.

WOODFORD (Essex).—Lambs, Ltd., Standard House, Southend Rd. Wanstead 6666 (20 lines). Distributors. E.W. Essex.

WORCESTER.—P. W. Barker, Ltd., 82-84, Lowermoor. Tel. Worcester 5161. Standard distributors.

SUNBEAM-TALBOT

ALDERSHOT (Hants).—H. A. Charter, Esq., Station Rd. Tel. Aldershot 1246 7. Sunbeam-Talbot main dealers.

ANDOVER (Hants).—Bartley & Co., Salisbury Rd. Tel. Andover 2136. Sunbeam-Talbot dealers.

AYLESBURY (Bucks).—The Bucks Motor Co., Ltd., 10, Western St. Tel. Aylesbury 164 5. Sunbeam-Talbot dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Tel. Barnet 0558 & 0910. Dealers.

BOSTON (Lincs).—E. C. Stanwell & Sons, Ltd., West St. Tel. 3867 8. Sunbeam-Talbot retail dealers.

BOURNEMOUTH.—Geo. Hartwell, Ltd., Holdenhurst Hd. Tel. B'mouth 4161. Sunbeam-Talbot distributors.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd. Reading 3400 (7 lines). Official retailers.

BRISTOL, 1.—Cathedral Garage, Ltd., College Green. Tel. Bristol 20051. Sunbeam-Talbot main distributors.

BROMLEY COMMON.—Tudor Auto-Services, Ltd., Tudor Garage, Hastings Rd. Tel. Hurstway 1262. Main agents.

BURY (Lancs).—P. & E. Finney, Ltd., 82-86, Bolton St. Tel. Bury 5209 9. Sunbeam-Talbot retail dealers.

CARLISLE—Harrison (Motor Engineers), Ltd., 37-41, Warwick Rd. Tel. Carlisle 25177 8. Sunbeam-Talbot distributors.

CHELTENHAM.—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. Cheltenham 55391. Sunbeam-Talbot distributors.

SUNBEAM-TALBOT—Continued

CROYDON (Surrey).—Manton Motors, Ltd., 23-27, 57-59, Shirley Rd. Tel. Addiscombe 6051. Main dealers.

CROYDON.—W. Shirry & Sons, 17, Montague Rd. Tel. Croydon 0716. Sunbeam-Talbot retail dealers.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd. Tel. Croydon 4600 & 4632. Main dealers.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28, 30, Upper High St. Tel. Epsom 9400. Retail dealers.

ERITH (Kent).—North End Machinery & Motor Services, Ltd., North End Rd. Erith 3000. Main agents.

GALINGAY (Cambs).—W. J. Empson, West End Garage, Tel. Cambridge 236. Sunbeam-Talbot dealers.

Glasgow, S.E.—James B. Robinson Ltd., 400, Galloway, Tel. Bridgeton 5868. Sunbeam-Talbot retail dealers.

LOUCESTER.—Taylors Crypt House Motors, Ltd., London Rd. Tel. 24081 2/5. Sunbeam-Talbot distributors.

GREAT HARWOOD (Lancs).—J. H. Nightingale, Ltd., Harwood Bar Garage. Tel. 3259. Sunbeam-Talbot main dealers.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate, Tel. Grimsby 5488 9. Sunbeam-Talbot dealers.

HALESOWEN (Worcester).—Halesowen Motor Works, Ltd., Whitehall Rd. Tel. Halesowen 1635 6. Sunbeam-Talbot area dealers.

HARROW (Middlesex).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd. Wordsworth 7805 (5 lines). Retail dealer.

HATFIELD (Herts).—W. Waters & Sons, Ltd., Barnet By-Pass. Tel. Hatfield 2711. Sunbeam-Talbot distributors.

HAVFORDWEST (Pemb).—James Parry, County Motors Tel. Haverfordwest 122. Sunbeam-Talbot retail dealers.

HEPTON (Worcester).—W. Waters & Sons, Ltd., North Rd. Tel. Herford 304. Sunbeam-Talbot distributors.

HIGH WYCOMBE (Bucks).—Davenport Vernon & Lane, 51-2 & 54, High St. Tel. 2400 (5 lines). Distributors.

ISLEWORTH (Middx).—B. N. White-Spunner, Ltd., 640-652, London Rd. Isleworth 2552 2554 2151. Main dealers.

INGSTON-ON-THAMES.—H. Taylor & Co., 135-7, London Rd. Tel. Kingston 1263. Main dealers.

LEICESTER.—E. W. Camp & Sons, Ltd., 45, Braunstone Gate, Tel. Leicester 22495. Sunbeam-Talbot retail dealers.

ONDON, W.3.—Metropolitan Motors, 192-196, Horn Lane, Acton. Tel. Acorn 5064 (4 lines). Retail dealers.

ONDON, W.6.—Norman, Ltd., 405, King St. Hamersmith, Tel. Riversides 5665 6. Sunbeam-Talbot retail dealers.

ONDON, N.W.1.—Blue Star Garage, 128a, Camden Rd. Tel. Gulliver 5028. Sunbeam-Talbot retail dealers.

ONDON, N.W.4.—Hendon Central Garage, Ltd., Watford Way, Hendon Central. Tel. Hendon 8094 5. Retail dealers.

ONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane Chingford. Tel. Silverthorn 1820 1. Main dealers.

ONDON, E.8.—Leigh & Bottfield, Ltd., 24, London Lane, Tel. Amberst 6116. Stocking dealers.

ONDON, S.E.15.—Carris Motors, Ltd., Lewisham Tel. Lee Green 5858. Sunbeam-Talbot retail dealer.

ONDON, S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 614, Old Kent Rd. New Cross 4966. Distributors.

ONDON, S.W.5.—J. Corston, Ltd., 159-149, Fulham Rd. Tel. Kensington 1410. Sunbeam-Talbot retail dealers.

ONDON, S.W.6.—London & Counties Motor Mart, Ltd., 79-91, New King's Rd. Tel. Renown 1185. Retail dealers.

ONDON, S.W.7.—Brew Brothers, Ltd., 155, Old Brompton Rd. South Kensington. Tel. 3335. Retail dealers.

ONDON, S.W.12.—Nightingale Eng. Co., Ltd., Weston Lane, Nightingale Lane. Tel. Battersea 2193. Retail dealers.

MAIDENHEAD.—R. S. Mead (Sales), Ltd., 42, Queen St. Tel. Maidenhead 3451 2. Sunbeam-Talbot main dealers.

MAVERICK (Worcester).—Bowman & Acock, Ltd., Picklebridge Garage, Worcester Rd. Tel. Malvern 262. Main agents.

MANCHESTER, 15.—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St. Arndwick 1345 4. Retail dealers.

NORTHAMPTON.—Arthur Mulliner, Ltd., Bridge St. Tel. 907. Sunbeam-Talbot distributors.

PETERBOROUGH.—Clarke Bros. Services, Ltd., Craythorne Garage, Tel. Peterborough 3556. Sunbeam-Talbot distributors.

PETERSFIELD (Hants).—E.M.A., Ltd., Ramshill Garage, Ramshill. Tel. Petersfield 166. Sunbeam-Talbot main dealers.

PETTS WOOD (Kent).—Dunstonian Garage, Station Garage, Tel. Orpington 389. Sunbeam-Talbot main dealers.

ROCHDALE (Lancs).—L. C. Hillier, Ltd., Oldham Rd. Tel. Rochdale 5151. Sunbeam-Talbot main dealers.

ROMSEY.—B. A. Rolfe & Sons, Ltd. Tel. 3185 6/7. Sunbeam-Talbot main dealers.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., Bailey Lane, Tel. Sheffield 22899 & 22625. Retail dealers.

SOUTH KENSINGTON (London), S.W.7.—Harold Bradford & Co., Ltd., Melton Court, Kensington 6642. Retail dealers.

SUNBEAM-TALBOT—Continued

SOUTHSEA (Hants).—E.M.A., Ltd., Tudor House, Grove Rd. South Tel. Portsmouth 2168. Sunbeam-Talbot distributors.

SOUTH SHIELDS.—Town Hall Garage, Showrooms, Charlotte Terrace. Tel. 57 & 58. Sunbeam-Talbot dealers.

STAINES BRIDGE (Middx).—Dobsons (Staines), Ltd., Tel. Staines 501. Sunbeam-Talbot area dealers.

STOCTON-ON-TEES.—Wiggins Garage, Ltd., Norton Rd. Tel. 55237. Sunbeam-Talbot dealers.

STOKE-ON-TRENT.—Bailey's Garage, Ltd., Leek Rd. Hanley. Tel. Stoke-on-Trent 23671 2. Retail dealers.

STOURBRIDGE, Warks.—Halesowen Motor Works, Ltd., Lower High St. Tel. Stourbridge 5755. Sunbeam-Talbot area dealers.

TRURO (Cornwall).—The Trafalgar Garage, Ltd., Trafalgar Square. Tel. 2461. Sunbeam-Talbot distributors.

WALLINGTON (Surrey).—McKinnon Motors, Ltd., Langham House, 3, Stafford Rd. Tel. Wallington 3404. Main dealers.

WARRINGTON (Lancs).—Percy Duckworth, Ltd., 44-46, Winwick St. Tel. Warrington 3686 7. Sunbeam-Talbot main dealers.

WEYBRIDGE (Surrey).—R. J. Shanks & Co., Ltd., Baker St. Weybridge 117 & 1534. Area dealers.

WIGAN (Lancs).—S. & B. Motors (Wigan), Ltd., Central Garages, Crompton St. Tel. 2281 2. Retail dealers.

WINCHESTER.—Will Short, Ltd., 2-4, St. Cross Rd. Tel. 2398. Sunbeam-Talbot distributors.

WINDSOR.—Martins Garages, 105, St. Leonards Rd. Tel. Windsor 349. Sunbeam-Talbot distributors.

WINSFORD (Cheshire).—Dickinson Bros., High St. Tel. Winsford 2241 2. Sunbeam-Talbot main dealers.

WOKING (Surrey).—L. F. Dove, Ltd., White Rose Lane. Tel. Woking 1282. Sunbeam-Talbot main dealers.

WOKINGHAM (Berks).—The Wokingham Motor Co. (1955), Ltd., Finchampstead Rd. Tel. Wokingham 380. Retail dealers.

YORK.—Lister & Edmund, Ltd., The Mount & Helgate Rd. York 3088. Sunbeam-Talbot distributors.

TRIUMPH

ALRESFORD (Hants).—Hankins, Ltd. Tel. Alresford 28. Triumph retail dealers.

AMERSHAM (Bucks).—Station Garage (Amersham & Chalfont), Ltd. Tel. Amersham 870.

BEKINGEATH.—W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway. Tel. 1666. Triumph area dealer.

BLAKENEY (Norfolk).—Pye's Garage (Blakeneys), Ltd., Morston Rd. Tel. Cley 529. Triumph area dealers.

BURY.—Clif Holden (Motors) Ltd., Millett St. Tel. Bury 294. Triumph retail dealers.

CHATHAM.—Russell's Garages, Ltd., Medway St. Tel. Chatham 3685 (5 lines). Triumph area dealers.

CREWE.—Cooke Garages (Crewe), Ltd. Tel. 10-14 & 24-30. Stocking dealers.

CROYDON.—Carr Auto Sales, Ltd., Standard House, South Rd. Tel. Croydon 6098. Triumph main distributors.

CROYDON (Surrey).—Kentish & Thomson, Ltd., 564-566, Wickham Rd. Shirle, Springbank 3477. Retail dealers.

DONCASTER.—Blue Star Garage, Babby, Tel. Doncaster 55158. Triumph retail dealers.

DORKING (Surrey).—F. W. Mays & Co., Ltd., 105, South St. Tel. 2244. Triumph area dealers.

EDGBASTON.—Hunt's (Birmingham), Ltd., 197-199, Harley Rd. Ed. 2921 (3 lines). Works: Parker St. Tel. dealers.

EDINBURGH, 15.—The Colinton Motor Garage, (P. J. P. Waddell), 8, Wycliffe St. Colinton. Tel. 87326. Agents.

ENFIELD (Middx).—Walters (Motors), Ltd., 556, High St. Ponders End. Tel. Howard 1666.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28, 30, Upper High St. Tel. Epsom 9400. Retail dealers.

EXETER (Devon).—Lock Brothers, Ladysmith Rd. Tel. Exeter 3990. Triumph retail dealers.

FOREST GATE, E.7.—Drew's Woodgrange Service Stations, Ltd., Romford Rd. Gras. 6601/6602. Retail dealers.

GASGOW, C.5.—Macrae, Rennie & Lindsay, Ltd., 26, Berkley St. Tel. Douglas 6646 7/8. Distributors.

GUILDFORD (Surrey).—Puttocks Garage, High St. Tel. 5391. Triumph distributors.

HAMPSTEAD, N.W.5.—Rowand Smith (Motors), Ltd., High St. Tel. Hampstead 6041. Triumph retail dealers.

HARPENDEN (Herts).—F. Ogglesby & Son, Ltd. Southdown Garage. Tel. 119. Triumph retail dealers.

HILLINGDON.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave. Uxbridge 412 & 2296. Retail dealers.

HUDDERSFIELD.—A. O. Boyes & Co., Ltd. East Parade. Tel. Huddersfield 7676. Triumph distributors.

INGSTON-ON-THAMES.—Lankester Engineering Co., Ltd., 59-61, Eden St. Tel. Kin. 1511-4. Triumph distributors.

LEEDS, 7 (York).—Brown & White (Leeds), Ltd. Roundhay Rd. Tel. 45405. Triumph retail dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

TRIUMPH—Continued

LEICESTER.—The County Garage & Motor Works (Leicester), Ltd., Aylestone Rd., Leicester 20247/8. Retail dealers.

LEIGH-ON-SEA (Essex).—Woodfield Garage, Ltd., 30-42, Woodfield Rd., Tel. Leigh-on-Sea 78120. Triumph stockists dealers.

LIVERPOOL, 8.—F. Melling & Sons, Ltd., Northumberland St., Tel. Royal 3828. Triumph retail dealers.

LONDON, W.1.—Berkeley Square House Garages, Ltd., Berkeley Sq., Tel. Grosvenor 4345. Triumph agents.

LONDON, W.1.—Hoffmanns of London, Ltd., 17, Berkeley St., Tel. Mayfair 5060. Triumph agents.

LONDON, W.1.—E. L. Mendel, Ltd., 85, Great Portland St., Tel. Langham 7755. Triumph retail dealers.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch, Paddington 3075. Retail dealers.

LONDON, W.4.—Button Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick 0911. Retail dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hamersmith. Tel. Riverside 3665/6. Triumph retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove, Tel. Baywater 4274. Triumph dealers.

LONDON, W.14.—Metropolis Garages, Ltd., Maciae Rd., Tel. Shepherd's Bush 5395. Triumph area dealers.

LONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood. Tel. Gladstones 2490. Triumph retail dealers.

LONDON, N.W.6.—Blue Star Garage, 63, Fortune Green Rd., Tel. Hampstead 2211. Triumph retail dealers.

LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565-571, Watford Way, Mill Hill, Mill Hill 4232. Appointed dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden, Elgar 6250/1/2. Triumph agents.

LONDON, N.W.2.—Eyre, Venables & Eyre, Ltd., Fortis Green, Tel. Tudor 2291/3. Triumph retail dealers.

LONDON, N.W.2.—Motorists (London), Ltd., East Finchley Station, Tel. Tudor 2301/2. Triumph agents.

LONDON, N.S.—O. & W. Motors, Ltd., Queens Head Garage, East End Rd., Finchley, Fin. 6236/8. Retail dealers.

LONDON, N.9.—Grove Garage & Motors, 322, Fore St., Edmonton, Edmonton 4162. Triumph retail dealers.

LONDON, E.7.—Bonsack & Sons, Ltd., 268, Romford Rd., Forest Gate, Grangewood 3464. Triumph dealers.

LONDON, S.E.1.—Alford & Alder, Ltd., 65, Newington Causeway, Tel. Hop 2562. Triumph retail dealers.

LONDON, S.E.20.—Harold G. Cole & Co., 63, Croydon Rd., Fenge, Sydenham 5112 & 4627. Dealers.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd., Tel. Brixton 2087/8/9. Triumph retail dealers.

LONDON, B.W.5.—Golly Garage, Ltd., 111a, Earls Court Rd., Earls Court, Fremantle 6373 (3 lines). Retail dealers.

LONDON, B.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington, Ken. 2477/8. Triumph agents.

LONDON, S.W.9.—Wilson's Automobiles & Coachworks, Ltd., Trinity Gardens, Brixton, Tel. Brixton 4011. Retail dealers.

LONDON, S.W.14.—Whytlaw & Harper, Ltd., 172, Upper Richmond Rd., East Sheen, Prospect 4453. Dealers.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney, Tel. 4581 (3 lines). Retail dealers.

LONDON, B.W.18.—Maynor & Root, Ltd., 25, East Hill, Tel. Battersea 2232. Triumph retail dealer.

LONDON, B.W.19.—E. S. Prior & Son, Ltd., 256-262, Wimbledon Park Rd., Putney 4577. Retail dealers.

NEW SOUTHGATE, N.11.—The Bowes Road Garage & Eng. Co., Ltd., 186, Bowes Rd., Bowes Park 2284. Agents.

NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep Street, Tel. 3391/2/5. Triumph distributors.

ROMSEY.—B. A. Rolfe & Sons, Ltd., Tel. 5185/6/7. Triumph main dealers.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., Bailey Lane, Tel. Sheffield 22898 & 22625. Retail dealers.

SMETHWICK (Staffs).—E. E. Brown (Smeathwick), Ltd., off. Paul's Rd., Tel. Smeathwick 1138/9. Triumph retail dealers.

SOUTH KENSINGTON (London), S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealer.

STAIRES.—Staines Motors, Ltd., 182-4, Kingston Rd., Tel. Staines 545. Triumph area dealers.

SUNDERLAND.—R. & J. Smith, Pallion Road Garage, Tel. 3303, Triumph retail dealers.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex), Ltd., 12, London Rd., Tun. Wells 1425. Distributors.

TWICKENHAM (Middlesex).—Sotkins (Twickenham), Ltd., Heath Rd., Tel. Popesgate 1035. Triumph retail dealers.

WALLINGTON (Surrey).—McKinnon Motors, Ltd., Langham House, 3, Stafford Rd., Tel. Wallington 3004. main dealers.

TRIUMPH—Continued

WEALDSTONE (Middlesex).—G. & C. Motor Garages Ltd., Canning Rd., Tel. Harrow 3432/3. Triumph retail dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St., Tel. Wigan 3451. Triumph area dealers.

WITHAM (Essex).—Witham Motor Co. (Essex), Ltd., West End Works, Tel. Witham 3360. Triumph agents.

WOODFORD (Essex).—Lamb's Ltd., Standard House, Southend Rd., Wanstead 6666 (20 lines). Distributors S.W. Essex.

VAUXHALL

AYLESBURY.—Shaw & Kilburn, Ltd., 143, Cambridge St., Tel. 1277.

BARNET (Herts).—Oxon Motors, Ltd., Gt. North Rd., Tel. Barnes 4100. Vauxhall area dealers.

BEDFORD.—Muriel Bros., Ltd., 3, High St., Tel. 66322. Vauxhall main agents.

BICESTER (Oxon).—Layton Garage, London Road, Tel. Bicester 35. Vauxhall dealers.

BIRMINGHAM, 24.—The Yenton Garage Co., Ltd., 724, Chester Rd., Erdington, Tel. Erd. 2226/7. Retail dealers.

BOURNEMOUTH (Hants).—Grand Parade Motors, Ltd., 6 & 7, Grand Parade, Weybourne, Tel. Westbourne 6361. Main dealers.

BRADFORD.—Afresco Garage, Ltd., Frizinghall, Tel. Bradford 4121. Vauxhall main dealers.

BRIDGATER (Somerset).—Real, Median & Wills, Ltd., Tel. 2639. Vauxhall area dealers.

CATERHAM (Surrey).—Layham's Engineering Co., Ltd., 379-383, Croydon Rd., Tel. Caterham 2384. Vauxhall stocking agents.

CHAYDON (Surrey).—Kentish & Thomson, Ltd., 564-566, Croydon Rd., Tel. Shirley Springbank 3477. Retail dealers.

EAST TWICKENHAM (Middlesex).—Grand Garages (Richmond), Ltd., Richmond Rd., Tel. Popesgate 2216. Vauxhall main dealers.

EPSOM (Surrey).—Page Motors, Ltd., 70, High St., Tel. Epsom 9691/2/3. Vauxhall area dealers.

ESHER.—E.P.S. Motors, Ltd., Kingston By-Pass Rd., Tel. Emberbrook 3000. Vauxhall dealers.

GOSPORT (Hants).—Eskine Motors, 72-82, Stake Rd., Tel. Gosport 8914/2. Vauxhall dealer.

HILLINGDON.—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave., Uxbridge 412 & 2296. Retail dealers.

HORSHAM (Sussex).—Jackson Bros. (Horsham), Ltd., London Rd., Tel. Horsham 1111/5. Vauxhall main dealers.

IPSWICH.—McNamara Motors, Ltd., 116, St. Helen's St., Tel. Ipswich 3775/6. Vauxhall dealers.

KINGSTON-UPON-THAMES.—Kingston Hill Motor Works, Kingston Hill, Tel. Kingston 3116. Vauxhall distributors.

LIVERPOOL, 8.—F. Melling & Sons, Ltd., Northumberland St., Tel. Royal 3828. Vauxhall retail dealers.

LITTLEPORT (Cambs).—Audley Garage, Tel. Littleport 226. Vauxhall area dealers.

LONDON, W.1.—Shaw & Kilburn, Ltd., 4-6, Berkeley Square, Tel. Grosvenor 4326.

LONDON, W.3.—Shaw & Kilburn, Ltd., Western Ave., Tel. Acorn 4641.

LONDON, N.W.5.—Blue Star Garage, 617, Finchley Rd., Tel. Hampstead 2254. Vauxhall retail dealers.

LONDON, N.W.8.—Carmo (1929), Ltd., St. John's Wood Roundabout, Tel. Primrose 0141. Vauxhall main dealers.

LONDON, N.W.9.—Spurling Motor Bodies, Ltd., Edgware Rd., Tel. The Hyde, Hendon Colindale 7171. Main agents.

LONDON, N.S.—H. Pope & Sons, Ltd., 39-45, Balaclava Lane, Finchley, Tel. 0113/6. Vauxhall main dealers.

LONDON, N.12.—Walter Mortlock, 912-920, High Rd., North Finchley, Tel. Hillside 0890. Vauxhall dealers.

LONDON, S.W.9.—Golly's Garage, Ltd., 111a, Earls Court Rd., Earls Court, Fremantle 6373 (3 lines). Retail dealers.

LONDON, S.W.9.—Keith & Boyd (Ldn), Ltd., Terminus House, 80, Clapham Rd., Reliance 4211 (7 lines). Main dealers.

LONDON, S.W.15.—Dixon's Garage, 134, West Hill, Putney, Tel. Putney 0396 & 8575. Vauxhall dealers.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney, Tel. 4581 (3 lines). Retail dealers.

LONDON, S.W.17.—G.N., Ltd., 278-300, Balham High Rd., North Balham, Tel. 1053. Vauxhall main dealers.

LUTON (Bedf).—Plowmans, Ltd., 15, Hitchin Rd., Tel. Luton 2226. Vauxhall dealers.

LUTON.—Shaw & Kilburn, Ltd., 546-550, Dunstable Rd., Tel. 3131.

MANCHESTER, 12.—Croft & Mario, Ltd., 150-162, Stockport Rd., Ardwick, Tel. Ardwick 2781. Retail dealers.

MAROTTE.—A.R. (Enterprises), Ltd., 231-235, Canterbury Rd., Tel. Thanet 3103/4. Vauxhall dealer.

NEW ROMNEY (Kent).—Smith & Stedman, Ltd., Sussex Rd., Tel. Littlestone, S. Vauxhall agents.

NORTHWOOD (Middlesex).—Collier-Fisher, Ltd., Station Parade, Tel. Northwood 777. Vauxhall retail dealers.

PLYMOUTH.—Turnbulls, Ltd., Tel. Plymouth 4313/4314. Vauxhall agents.

POTTER'S BAR (Middx).—Blue Star Garage, High St., Tel. Potter's Bar 3205. Vauxhall retail dealers.

ROYSTON (Herts).—Logdon's Garage, Ltd., Tel. Royston 2281/2. Vauxhall dealers.

SHREWSBURY.—Vincent Greenhous (Shrewsbury), Ltd., Greyfriars Motor Works, Tel. Shrewsbury 3051 (3 lines). Vauxhall distributors.

VAUXHALL—Continued

SOUTHPORT.—The Southport Engineering Co., Ltd., King St., Tel. Southport 2296. Vauxhall area dealers.

STOURBRIDGE.—North Worcestershire Garages (Stourbridge), Ltd., Oldswinford, Tel. Stourbridge 5242/3. Vauxhall main dealers.

SUDBURY (Suffolk).—Arlington Motor Co., Ltd., Cornard Rd., Tel. Sudbury 2301. Vauxhall retail dealers.

SWANAGE (Dorset).—Poley's Garage, Valley Rd., Tel. Corfe Castle 215. Vauxhall dealers.

UXBRIDGE (Middx).—Gregory's of Uxbridge, Ltd., 53, High St., Tel. Uxbridge 6432. Vauxhall dealers.

WAKEFIELD (Yorks).—Charles Wensley & Sons, Ltd., Inga Rd., Tel. 2294/5 (2 lines). Vauxhall main agents.

WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Rd., Tel. Waltham Cross 2760. Main dealers.

WEYBRIDGE (Surrey).—Wood's Garages, Ltd., High St., Tel. Weybridge 217. Vauxhall main dealers.

WHITCHURCH (Shropshire).—J. A. Matthews (Motors), Ltd., Bridgewater Garage, Tel. Whitchurch 195. Vauxhall area dealers.

WIGAN (Lancs).—Mab's Cross Motors, Ltd., Menes St., Tel. 3271/2/3. Vauxhall distributors.

WIMBORNE (Dorset).—Wimborne Motors (A. H. E.Ms.), Station Terrace, Tel. Wimborne 534. Vauxhall dealers.

WORKING (Surrey).—L. F. Dove, Ltd., Guildford Rd., Tel. Woking 1282. Vauxhall area dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within), Tel. York 2388. Vauxhall retail dealers.

VOLKSWAGEN

BEXHILL.—Oakley's (Burwash), Ltd., Burwash, Tel. 206. Volkswagen area dealers.

CHESTER.—Godfrey Houghton, Ltd., 36, City Rd., Tel. 24818. Volkswagen main agents.

DOVER.—Southern Autos, Ltd., Maison Dieu Rd., Tel. 1232 (5 lines). Volkswagen agents.

EASTBOURNE.—Oakley's (Burwash), Ltd., Burwash, Tel. 206. Volkswagen area dealers.

IPSWICH.—McNamara Motors, Ltd., 116, St. Helen's St., Tel. Ipswich 3775/6. Volkswagen distributors.

SHEFFIELD, 1.—J. Gilder & Co., Ltd., 16, Cambridge St., Tel. 2635/9. Volkswagen distributors.

WILLYS-OVERLAND

LONDON, W.1.—Jack Olding & Co., Ltd., Audley House, North Audley St., Mayfair 5242. Distributors.

WOLSELEY

ABERDEEN.—Town & County Motor Garage, Ltd., 19, Justice Mill Lane, Tel. Aberdeen 22350. Distributors.

ASHFORD (Middx).—Herd's Garage & Engineering Co., Ltd., Kingston Rd., Ashford 2084 & 3908. Dealers.

BARNET.—Ramsay Motors, Ltd., 242-248, High St., Tel. Barnet 5240. Wolseley retail dealers.

BEDFORD.—George Langley, Ltd., Morris House, Bromham Rd., Tel. 66221. Wolseley distributors.

BICESTER (Oxon).—Layton's Garage, London Rd., Tel. Bicester 35. Wolseley dealers.

BLACKWOOD (Mon).—Alfred Chaston, Ltd., Automobile Engineers, Tel. 3165/6. Wolseley main dealers.

BOURNEMOUTH.—Auto Service Garage (Bournemouth), Ltd., 35-37, H. Stevenson Ave., Westbourne 6544. Wolseley retail dealer.

BRADFORD (Yorks).—Eric F. Myers, Ltd., 52-62, Manningham Lane, Bradford 25591 (2 lines). Wolseley main dealers.

BRISTOL, 1.—Western Motors (Bristol), Ltd., Park Row, Tel. Bristol 26304. Wolseley distributors.

CHESTER.—J. Blake & Co., Ltd., 150, Foregate St., Tel. Chester 22358/9. Wolseley distributors.

COLWYN BAY (N. Wales).—Braith Bros., Ltd., Victoria Works, Conway Rd., Tel. Sales 2264. Service 2281. Distributors.

COOKHAM (Berks).—Barnside Motors, Ltd., High St., Tel. Bourne End 129. Wolseley main agents.

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage, Tel. Crawley 455. Wolseley main dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Turnworth Rd., Croydon 6004 (6 lines). Wolseley retail dealer.

DAGENHAM (Essex).—Crown Garage (Dagenham), Ltd., Rainham Rd., South. Rainham 623 & 3771. Retail dealer.

DARTFORD (Kent).—John C. Beadle, Ltd., Spital St., Tel. 3067 (3 lines). Wolseley retail dealers.

DERIDGE (Essex).—B. & C. Co., Ltd., 19, High St., Tel. Chelmsford 2951 (3 lines). Wolseley retail dealers.

DOVER.—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Ave., and 1, Folkestone Rd., Tel. 129 & 41. Main dealers.

EASTLEIGH (Hants).—Station Garage, Tel. Eastleigh 87361. Wolseley retail dealers.

EDDOBASTON.—Hunt's (Birmingham), Ltd., 197-199, Hagley Rd., Edg. 2951 (3 lines). Works: Parker St. Retail dealers.

ENDURANCE.—J. M. Sloan & Co., Ltd., Belford Rd., Tel. 4664. Wolseley distributors.

EINFILDA.—D. J. Shender & Co., Ltd., 434-6, Hertford Rd., Tel. Howard 1631. Wolseley dealers.

EPSOM (Surrey).—The Woodcote Motor Co., Ltd., Church St., Tel. Epsom 1254 (5 lines). Wolseley distributors.

ESHER.—E.P.S. Motors, Ltd., Ringdon By-Pass Rd., Tel. Emberbrook 3000. Wolseley retail dealers.

GUILDFORD.—Cosmopolitan & Sons (Guildford), Ltd., Portsmouth Rd., Tel. 62807 (3 lines). Wolseley main agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

WOLSELEY—Continued

HAMPSTEAD, N.W.5.—Rowland Smith (Motors), Ltd., High St., Tel. Hampstead 6041. Wolseley retail dealers.

HUDDERSFIELD.—Newton of Huddersfield, Viaduct St., Tel. Huddersfield 3311/2,3. Wolseley area dealer.

KESWICK (Cumberland).—Keswick Motor Co., Penrith Rd., Tel. 64. Wolseley retail dealers.

LIVERPOOL.—J. Blake & Co., Ltd., 110, Bold St., Tel. Royal 6222. Wolseley distributors.

LONDON, W.1.—R. Hardy & Son, 50, Marylebone High St., Tel. Welbeck 1101/3. Retail dealers.

LONDON, W.1.—Kevel-Davies & March, Ltd., 41-42, Hay's Mews, Berkeley Sq., Grosvenor 2563. Retail dealers.

LONDON, W.1.—Eustace Watkins, Ltd., 12, Berkeley St., Tel. Mayfair 5951. Wolseley distributors.

LONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, Bayswater, Grosvenor 0085/6. Retail dealers.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch, Paddington 3075. Retail dealers.

LONDON, N.W.3.—Blue Star Garage, 617, Finchley Green, Tel. Tudor 2291/3. Wolseley retail dealers.

LONDON, N.W.3.—Eyre, Venables & Eyre, Ltd., Fortis Green, Tel. Tudor 3683. Wolseley retail dealers.

LONDON, E.6.—Traynor Motors, Ltd., 135-5, High St., South East Ham, Grangewood 2530. Wolseley dealers.

LONDON, E.7.—Bonallack & Sons, Ltd., 268, Romford Rd., Forest Gate, Grangewood 3464. Wolseley dealers.

WOLSELEY—Continued

LONDON, E.8.—Leigh & Bottfield, Ltd., 24, London (Motors), Hackney, Tel. Ammers 6116. Stocking dealers.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd., Tel. Brixton 2087/8,9. Wolseley retail dealers.

LONDON, S.W.1.—J. James (London), Ltd., 55-56, Pall Mall, Tel. Trafalgar 7511 (3 lines). Wolseley retail dealer.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Rulham Rd., Tel. Kensington 1410. Wolseley retailers.

LONDON, S.W.3.—Ody's Garage, Ltd., 111a, Earls Court Rd., Earls Court, Finsbury 6973 (5 lines). Retail dealers.

LONDON, S.W.5.—R. C. Wimbush, Ltd., 512, Earls Court Rd., Tel. Finsbury 8401. Wolseley retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 135, Old Brompton Rd., South Kensington, Fre. 3333. Retail dealers.

LONDON, S.W.7.—Le Griez Eiers, Ltd., 107-109, Old Brompton Rd., South Kensington, Ken. 2477/8. Wolseley agents.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney, Tel. 4581 (5 lines). Retail dealers.

LONDON, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd., Tel. Balham 6666. Stocking dealers.

LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd., Tel. Liberty 8221/8. Retail dealers.

LOWESTOFT.—P. W. Watson & Sons, Ltd., 128, St. Peter's St., Tel. 682/584. Wolseley retail dealers.

WOLSELEY—Continued

RIPINGTON (Kent).—Burton & Deakin, Ltd., Tel. 7622 (3 lines). Wolseley agents.

ROCHDALE.—Ratchiffe Bros., Mount Green Garage, Halifax Rd., Tel. Littleborough 8151. Wolseley retail dealers.

ROYSTON (Herts).—Lowsdon's Garage, Ltd., Tel. 2281/2. Wolseley retail dealers.

SUDCUP (Kent).—Crisp Brothers, Automoile Engineers, Main Rd., Tel. Footscray 3066. Wolseley retail dealers.

SLOUGH (Bucks).—Wilcox of Slough, Morris House, Chandos St., Tel. 24181/2. Official Nuffield retail dealers.

SMETHWICK (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd., Tel. Smethwick 1138/9. Wolseley retail dealers.

SOUTH CROYDON.—C. W. J. Coles (Croydon), Ltd., Blunt Rd., Tel. Croydon 0074/5. Wolseley retail dealers.

SOUTH NORWOOD.—David Kennedy (Engineers), Ltd., 215-221, Southgate Rd., Tel. Livingstone 1035. Wolseley retail dealers.

STAINES (Middlesex).—Dobsons (Staines), Ltd., Tel. Staines 801. Wolseley area dealers.

ST. ALBANS.—Tilley & Moores, Ltd., London Rd., Tel. St. Albans 199. Wolseley retail dealers.

TOLWORTH (Surrey).—Blue Star Garage, The Broadway, Tel. Elmbridge 0049. Wolseley retail dealers.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd., Tun. Wells 1423. Distributors.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd., Wentworth Service Garage, Tel. Wentworth 3154. Wolseley main agents.

COMMERCIAL VEHICLE SPECIALISTS

AUSTIN

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Tel. 1666. Austin retail dealer.

CAMBRIDGE.—Marshalls (Cambridge), Ltd., Austin House, 16, Jesus Lane, Tel. Cambridge 4215. Austin distributors.

CATHAM.—Russell's Garages, Ltd., Medway St., Tel. Catham 3683 (3 lines). Austin dealers.

LIVERPOOL.—Voss Motors, Ltd., 42-44, Remond St., Tel. Royal 3683. Distributors and retail dealers.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch, Paddington 3075. Retail dealers.

LONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green, Tel. Tudor 2291/3. Austin retail dealers.

LONDON, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd., Putney, Tel. 4581 (3 lines). Retail dealers.

PETERBOROUGH.—Marshalls (Cambridge), Ltd., 63, Bridge St., Tel. 4641/2,3. Austin distributors.

SMETHWICK (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd., Tel. Smethwick 1138/9. Austin retail dealers.

STAINES.—Staines Motors, Ltd., 182-4, Kingston Rd., Tel. Staines 545. Austin area dealers.

WESTCLIFF-ON-SEA (Essex).—Southend Motor & Aero Co., Ltd., 648-656, London Rd., Southend 4522. Distributors.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St., Tel. Wigan 451. Austin dealers.

BEDFORD

BICESTER (Oxon).—Layton Garage, London Rd., Tel. Bicester 35. Bedford commercial dealers.

BRIDGEWATER (Somerset).—Real, Medland & Wills, Ltd., Tel. 2639. Bedford area dealers.

EAST TWICKENHAM (Middx).—Grant Garages (Richmond), Ltd., Richmond Rd., Tel. Popes-grove 2216. Bedford main dealers.

LONDON, N.W.9.—Spartan Motor Bodies, Ltd., Edgware Rd., Tel. The Hyde, Hendon, Colindale 7171. Main agents.

LONDON, S.W.9.—Keith & Boyle (Ldn), Ltd., Terminal House, 80, Clapham Rd., Reliance 4211 (7 lines). Main dealers.

ROYSTON (Herts).—Logdon's Garage, Ltd., Tel. Royston 2281/2. Bedford dealers.

SILCHESTER (Nr. Reading).—Lovegrove & Lovegrove, Ltd., Tel. Silchester 208. Bedford agents.

SOUTHPORT.—The Southport Engineering Co., Ltd., King St., Tel. Southport 2286. Bedford area dealers.

BRADFORD

CHATHAM.—Russell's Garages, Ltd., Medway St., Tel. Catham 3683 (3 lines). Bradford distributors.

LONDON, N.W.11.—Gordon Cars (London), Ltd., 79, Russell Parade, Golders Green, Speedwell 9761. Bradford distributors.

SOUTH KENSINGTON (London, S.W.7).—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealer.

PRESTON (Lancs).—Parish's Motor Exchange, 52-62, Corporation St., Tel. 4113. Bradford main dealers.

COMMER

ANDOVER (Hants).—Bartley & Co., Salisbury Rd., Tel. Andover 2136. Commer dealers.

BRENTFORD (Middx).—Leonard Williams (Distributors), Ltd., Packard Bldgs., Gt. West Rd., Ealing 2400 (7 lines). Official retailers.

COMMER—Continued

BRISTOL, 1—Cathedral Garage, Ltd., College Green, Tel. Bristol 20031. Commer main distributors.

BROMLEY COMMON.—Tudor Auto-Services, Ltd., Tudor Garage, Hastings Rd., Tel. Hurstway 1262. Commer main dealers.

ERITH (Kent).—North End Machinery & Motor Services, Ltd., North End Rd., Erith 3000. Main agents.

GLASGOW, S.E.—James B. Rollinson, Ltd., 400, Galashiels, Tel. Bridgeton 5566. Commer retail dealers.

GLoucester.—Taylor's Crypt House Motors, Ltd., London Rd., Tel. 24081/5. Commer distributors.

GREAT HARWOOD (Lancs).—J. H. Nightingale, Ltd., Harwood Bar Garage, Tel. 5259. Commer main dealers.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's, Tel. Grimbsy 5488/9. Commer dealers.

HALFENWELL (Wors).—Halesowen Motor Works, Ltd., Walsall Rd., Tel. Halesowen 1635/6. Commer area dealers.

LONDON, W.3.—Metropolitan Motors, 192-196, Horn Lane, Acton, Tel. Acorn 5064 (4 lines). Retail dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 135, Old Brompton Rd., South Kensington, Fre. 3333. Retail dealers.

MANCHESTER, 15—Clock Corner Garage (Martin Thompson & Co., Ltd.), Upper Brook St., Ardwick 1543/4. Retail dealers.

ROCHDALE.—L. C. Hillier, Ltd., Oldham Rd., Tel. Rochdale 151. Commer main dealers.

ROMSEY.—B. Royle & Sons, Ltd., Tel. 3185/3187. Commer main dealers.

SOUTH KENSINGTON (London, S.W.7).—Harold Radford & Co., Ltd., Melton Court, Kensington 6642. Retail dealer.

SOUTH SHIELDS.—Town Hall Garage, Showrooms, Charlotte Terrace, Tel. 57/8. Commer dealers.

STOKTON-ON-TEE.—Wiggins Garage, Ltd., Norton Rd., Tel. 52527. Commer dealers.

STOURBRIDGE (Worcester).—Halesowen Motor Works, Ltd., Lower High St., Tel. Stourbridge 57655. Commer area dealers.

FORD

BIRMINGHAM, 5—Bristol Street Motors, Ltd., 164-182, Bristol Street, Tel. Midland 5861/4. Ford main dealers.

BOURNEMOUTH.—F. English, Ltd., 48, Poole Hill, Tel. Bournemouth 5850. Ford distributors.

BROMLEY (Kent).—Soans & Dunn, Ltd., Masons Hill, Tel. Ravensbourne 4664. Ford main dealers.

IVERPOOL.—J. Blake & Co., Ltd., 35, Hardman St., Tel. Royal 6622. Ford main dealers.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch, Paddington 3075. Retail dealers.

WOLVERHAMPTON.—B. Billingham, Ltd., Cleveland St., Tel. Wolverhampton 2052. Ford main dealers.

FORDSON

BARKING.—Barking Garage & Engineering Co., Ltd., Wakering Rd., Rippleway 0333 (5 lines). Fordson retail dealers.

BOURNEMOUTH.—F. English, Ltd., 48, Poole Hill, Tel. Bournemouth 5850. Fordson distributors.

WINCHESTER.—Hyde Abbey Motor Works, Ltd., Hyde St., Tel. 4762. Fordson main dealers.

MORRIS

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage, Tel. Colne 404/5. Morris dealers.

MORRIS—Continued

COLWYN BAY (N. Wales).—Bridg Bros., Ltd., Victoria Works, Conway Rd., Tel. Sales 2264. Service 2261. Distributors.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd., Croydon 6004 (6 lines). Morris-Commercial retail dealer.

SMETHWICK (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd., Tel. Smethwick 1138/9. Morris retail dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St., Tel. Wigan 3451. Morris dealers.

MORRIS-COMMERCIAL

ABERDEEN.—Town & County Motor Garage, Ltd., 19, Justice Mill Lane, Tel. Aberdeen 2236. Distributors.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage, Tel. Colne 404/5. Morris Commercial dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tamworth Rd., Croydon 6004 (6 lines). Morris-Commercial retail dealer.

DARTFORD (Kent).—John C. Beadle, Ltd., Spital Distributor, Tel. 5067 (5 lines). Morris - Commercial distributor.

EPSOM (Surrey).—The Woodcote Motor Co., Ltd., Church St., Epsom 1254 (5 lines). Morris Commercial distributors.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Tel. 2291/3. Morris-Commercial retail dealers.

LONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green, Tel. Tudor 2291/3. Morris-Commercial retail dealers.

LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newton-on-Causeway, Hop 2562. Morris-Commercial retail dealers.

SLOUGH (Bucks).—Hartwell's Motors (Slough), Ltd., Bath Rd., Tel. Burnham 400. Morris-Commercial retail dealers.

SMETHWICK (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd., Tel. Smethwick 1138/9. Morris-Commercial retail dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St., Tel. Wigan 3451. Morris-Commercial dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar, Tel. York 2588. Morris-Commercial area dealers.

PERKINS DIESEL

BROMLEY COMMON.—Tudor Auto-Services, Ltd., Tudor Garage, Hastings Rd., Tel. Hurstway 1262. Perkins Diesel agents.

STANDARD

BEXLEY HEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Tel. 1666. Standard area dealers.

CHATHAM.—Russell's Garages, Ltd., Medway St., Tel. Catham 3683 (5 lines). Standard area dealers.

GLASGOW, G.5.—Macrae, Rennie & Lindsay, Ltd., 28, Berkeley Street, Tel. Douglas 6646/7/8. Standard retail dealers.

SMETHWICK (Staffs).—E. E. Brown (Smethwick), Ltd., St. Paul's Rd., Tel. Smethwick 1138/9. Standard retail dealers.

WIGAN (Lancs).—H. H. Timberlake, Ltd., Library St., Tel. Wigan 3451. Standard dealers.

RELIANT

LIVERPOOL, 1.—The Bee Cycle & Motor Co., Ltd., 2-6, Upper Newington on Renshaw St., Royal 6575. Distributors.

THAMES

EINFELD (Middlesex).—Chase-side Motor Co., Ltd., 620, Great Cambridge Rd., Enfield 3456 (4 lines). Retail dealers.

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

SYNCHRO

VAUXHALL self-drive 1950-1953 Wyvern. Velox. heater, costs £7 (\$19.60 U.S.) per week, winter 4gns. (\$11.75 U.S.) per week, small mileage charge; alternative rates; radio, A.A. R.A.C., Continental touring, overseas visitors welcomed.—Synchro Garage Ltd., Petersham Mews S.W.7 Western 4106. Cables: Synchrono, London.

MANCHESTER.—Drive yourself 1953-54 saloons; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0464/R]

SLough CAR HIRE.—A40 saloons, drive yourself—S. Res. 36, Mackenzie St. Tel. Slough 20501. [0132/R]

YORKSHIRE.—Drive Yourself (Hull) Ltd.—A505.

Minors, Oxford 2-21, Anlaby Rd., Hull. [0377/R]

IVON HILL Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revesoke Rd. S.W.19. Wimborne 5866. [0458/R]

IRELAND: self-drive—Ryans, Dept. A, 35, Upr. O'Connell St., Dublin; 7, Crofton Ave., Dunlaoghaire [0281/R]

SELF-DRIVE post-war Morris, Austin A40, Morris Minors.—Rons. Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [0364/R]

1953 self-drive cars available for hire from Self

Motoring Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428, and Bay. 8229 (Garage). [0295/R]

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 13, Codrington Mews, W.1. Tel. 9864/5. [0466/R]

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2). Dolphin Square, W.1. [0360/R]

SELF-DRIVE hire, inclusive terms, 1952 saloons.

Smiths, Hunter, 876, Kensington High St., W.14. Western 2312. [0458/R]

HAROLD B. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0351/R]

WIMBLEDON CAR HIRE.—Self-drive specialists, W.1951 and 52 Austin A40s and A70s from £2 a day.—Mansej Rd., S.W.19. Wim 5834. [0311/R]

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For 2432.) [0379/R]

AFORD self drive or chauffeur driven hire service.

A with Zephyr, Consul or Prefect saloons, £1 per day, also cheap unlimited mileage rates.

GEAR CARS, Ltd., 60-62, Queenston Rd., S.W.6. Mac 3363.

24 hours. From 20/-; also new Zephyrs, Consuls,

24 Oxford, Somersets, etc.; request tariff.—Alliance

29, Bures St., Edgware Rd., N.W.1. Pad. 2446 6801. [0318/R]

THE Truman Plan.—Free Car. Free petrol. You pay

on mileage, £40-8d per mile, not extra.

Tel. Bayneway 6415.—Trumans Garages, Queen'sway, W.2. [0368/R]

EDWARD & DAVIES (CAR HIRE), Ltd.—Post-war

E 8 and 10hp Ford, unlimited mileage; cars delivered.—Bri 5532, 290, Milkwood Rd., Herne Hill, S.E.24. [0363/R]

COLLOMS CARS 20/- per day, 60 free miles, then

from 3d per mile; Austin 16s., A40s., A70s., Vanguard, chauffeur-driven cars, £1 per day.—292-302, Ark Rd., W.9. Mai 5134 and 3651. [0305/R]

SELF-DRIVE—Reduced on leave, visiting Britain?

Keenest rates—Reduced charges extended periods;

50 latest models.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0067. [0301/R]

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and

Austin dependability, chauffeur driven, 1951-52 A40s

and A70s, to drive yourself; competitive rates.—12, Earls Court St., Berkeley Sq., W.1. Mayfair 8689. [0084/R]

NEW cars in perfect condition; self-drive from £1 per

day and 6d per mile, including petrol, oil and

insurance; minimum mileage over 60 miles per day;

overseas visitors, reduced rates; attention to

details.—W.H.2 (Tel. Brixton 4011) and at 1, Dorking Rd., Epsom (Tel. Epsom 5901). [0302/R]

SUSSEX MOTORS.—Self-drive or chauffeur-driven:

1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5025. [0569/R]

POST-WAR self-drive car from £10 per

day; daily; special facilities for overseas visitors; chauffeur-driven saloons available; airports, stations, etc.—G.P. (Balham) Ltd., 2c, Balham Hill, S.W.12. Tel. Clapham (South Tube). Bala 1107-8-9. [0303/R]

DRIVE yourself hire, post-war cars, attractive rates;

long or short periods, business or pleasure; overseas visitors specially catered for.—H. F. Edwards, 154, Gt. Titchfield St., London, W.1. Museum 6366 and

Langham 0012. [0303/R]

WEST LONDON REPAIR Co., Ltd., Wim 6316.7-.

Front axles and rear cases, torque shafts, torsion bars, etc., straightened and heat treated—56a, High St., Wimborne.

10566/R

HELLO, no car to-day? Don't be held up for an axle-

shaft, phone for rapid c.o.d. service. We stock

all leading makes, always over 2000, and if we can't

match, we'll alter one quickly.—Wards Mot Olympia.

Parts from 1,000 cars. Ossaway Tel. 480. [0373/R]

CARS FOR HIRE

WM

WELBECK MOTORS, Ltd.

FOR the finest self-drive or chauffeur-driven car hire get in touch with Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 3991 (6 lines). [0304/R]

IRISH touring, hire it and drive it, the Morris Oxford and Minor.—Shebourne Motor Co., Ltd., 30, Kilclare St., Dublin. [0312/R]

OVERSEAS visitors; a fleet of 1952-3 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, 1, Grosvenor Place, London, W.1. Tel. Grosvenor 1000. [0307/R]

LUXURY travel at low cost in Britain and Europe, 550 new Jaguars. Austin, Ford, Morris, from £2 a day for 70 miles, then 5d a mile, or 70/- a day unlimited mileage, H.M.V. radios, roof racks, sun roofs, air conditioners; recommended A.A. and Society of Motor Manufacturers and Traders. [0307/R]

DAY 8/9, London 1a, Kensington High St., W.14. Tel. Grosvenor 4000. [0307/R]

CARRIERS self-drive fleet will shortly include most new models on attractive terms for long or short hires, make your choice, book now, branches serve London, Middlesex and Surrey; also impeccable chauffeur service.—Soho Garage, 21, Soho Sq., London, W.1. W.1 (0378/2676). [0307/R]

RONALD KENT (COACHBUILDERS) Ltd., see display advt. page 112.—Coalwharf Rd., Shepherd's Bush, London, W.1. [0273]

WITH PARK (COACHBUILDERS) Ltd., see display advt. page 112.—Coalwharf Rd., Shepherd's Bush, London, W.1. [0273]

MERRIES CLUB, One Baker St., Portman Sq., W.1. A restaurant, snack bar, late suppers and dancing to Gerry Moore until 12.30 a.m.; temporary membership available to cover Motor Show on application to Secretary, Welbeck 6308.

CAR RADIO

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Ambassador Ltd., Upper Montagu St., London, W.1. Ambassador 1062/R

SPINKS (TWICKENHAM) Ltd., 83-101, Heath Rd., Twickenham, Tel. Popekroft 1035-6-7. Accredited Radiomobile station; expert installations and service; trade and retail all makes available to cover Motor Show on application to Secretary, Welbeck 6308.

CLUBS

MERRIES CLUB, One Baker St., Portman Sq., W.1. A restaurant, snack bar, late suppers and dancing to Gerry Moore until 12.30 a.m.; temporary membership available to cover Motor Show on application to Secretary, Welbeck 6308.

COACHBUILDERS AND BODIES

GROUT & Co. (COACHBUILDERS) Ltd., 2, Inner Rd., Hammersmith, Riverside 1048. All types of coachwork.

TICEFORD, Ltd., Coachbuilders, 8, Upper St., Martin's Lane, W.C.2. Temple Bar 3338. [0309/R]

JACK BARCLAY Coachbuilding Works can undertake all classes of repair work at their Merton Factory, Lombard Rd., S.W.19. Liberty 7222/7. [01082/R]

RONALD KENT (COACHBUILDERS) Ltd., see display advt. page 112.—Coalwharf Rd., Shepherd's Bush, London, W.1. [0273]

WITH PARK (COACHBUILDERS) Ltd., see display advt. page 112.—Coalwharf Rd., Shepherd's Bush, London, W.1. [0273]

MORTAKE, Ltd., Coachbuilders, 8, Upper St., Mortlake Rd., Kew, R.R. 5625/6. [0348/R]

BUCKET seats, light steel frames, 27/6; upholstered with sprung cushion 90/-; tubular framed, trimmed from £4/15. light alloy frames 14in 65/- 16in 65/-; minimum Conolly hide Dunlopillo £28/6; sheet metal 15in. alloy sections and mouldings; frontal type with windows, chislework and body fittings. [0348/R]

DERRINGTON, Derrington 159-161, London Rd., Kingston 5621-2. [01071]

CLEARANCE bargains: 40in deep pile car carpet, rubber backed, various colours, 52/6 yd; remnants 54in heavy velour head linings, fawn or grey 7/6 yd; various head linings, matching nylon, etc. 54in 12/- 72in 27/- 9d yd; polished roof linings, 27/- each. Vinyl leather cloth, 50in 10/- yd; over 200 headlinings, mouldings, trimmings, Perspex fittings, etc.; everything for your own repairs; for new 30-page price list with practical hints and tips send P.O. 2/- and a stamp.—Wings, 135, High St., West Wickham, Kent. [0461]

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MODERN CONTACT LENS CENTRE, 70/F., Endsleigh Court, W.C.1. Deferred terms; booklet sent.

FINANCIAL PARTNERSHIP, ETC.

ADITIONAL capital required for sales department of prosperous motor business agency open for sales manager if required.—Box 1239. [01042]

LAMPS, ETC.

YELLOW headlamp units for Continental driving available for most makes.—Beverley Motors, Aric Ave., New Malden Malden 4403. [0328/R]

OFFICE FURNITURE

24 ft. x 2ft. 9in steel line-topped desks, 42in high with 10in top shelf, for disposal, with 23 tubular steel chairs and two 2ft. 6in x 2ft. 9in steel desks.—Reply to Box 0975. [0383]

PACKING AND SHIPPING

R. & J. PARK, Ltd., 143/5, Fenchurch St., E.C.3. Mansion House 3085. Packing Works: Dominions Works, Chiswick 7681. Chiswick 7681. Specialists to the motor trade.

THE MOTOR PACKING Co., Ltd., London, County Herts (Tel. 3146), specialists with 40 years experience in packing and shipping, can reduce your landed costs by their C.K.D. methods, collection and delivery f.o.b. or c.i.f. Branches Coventry and Liverpool. [0506/R]

PATENTS, EXPERIMENTAL WORK

E. S. LOCKWOOD, patent agent, White House, 111, New St., Birmingham. Handbooks free '71/94

THE Proprietor of Patent No. 641,393 for "Improvements in Luggage Carriers for Automobiles" desire to meet with overseas visitors to discuss the patent with him in the United Kingdom.—Reply to Edwin C. Axe & Co., 27, Chancery Lane, London, W.C.2. [0294]

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AIMI, City and Guilds, A.M.I.Mech.E., etc., etc.—"No-pass-no-fee" terms; over 95% success for details of Exams and Courses in all branches of auto, aero, mechanical, eng., etc., etc. write for 144-page handbook free—B.I.E.T. (Dept. 722), 17, Stratford Place, London, W.1. [0367/R]

AUTOMOBILE Engineering—Whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation, maintenance, repairs, sales. Extended courses to prepare for A.M.I.Mech.E., A.M.I.M.I. and City and Guilds examination. Courses in agricultural and aeronautical engineering also available.—Prospectus College of Securities, College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Fixman 0021. [0356/R]

BATTERIES, CHARGERS, ETC.

47/6!!—Battery prices down again!! 6-volt 9-plate 47/6; 6-v. 11-p. 56/6; 12-v. 9-p. 92/6.—Withams 18, Balham Rd., S.W.12. Batteries 3280/3762. [0328/R]

BATTERIES!! Bumper quality, brand new, guaranteed. 6-volt 60-amp. 55/-; 12-volt 60-amp. 110/-; 12-v. 9-p. 92/6.—Withams 18, Balham Rd., S.W.12. Batteries 3280/3762. [0328/R]

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PARTS AND ACCESSORIES, REPAIRERS, ETC.

BATTERIES, CHARGERS, ETC.

BATTERIES.—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year, immediate exchange service, no waiting, batteries hired, tested, properly charged and repaired: R.A.C. appointed hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.1. Tel. 4224, also 160 High St., Upper Wickham Lane, Welling, Kent. Tel. Wootton 4396. Early closing Wednesday. [0981]

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BRAKES, CABLES.—BRITAIN'S most comprehensive service: any make supplied from stock genuine Bowden materials. THOS. RICHFIELD & SONS Ltd., 8 Broadstone Place, London, W.1. Tel. 0602 (5 lines) Ext. 1938, 10069/R

BRAKES.—Cables reconditioned as new, trade enquiries invited: A. J. Brownings, Dart St. Works, Dart St., London, W.10. Tel. Ladbrooke 3841. [0914/R]

BRAKES.—Immediate delivery all spare cables and B shoes for Girling, Bendix and Lockheed systems: trade enquiries invited.—The Headington Motor & Engineering Co. Ltd., 8, Otley Rd., Leeds, 6. Tel. Plateau 10635/R

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CAMSHAFTS.—worn or damaged cams built up and reground to original profile and lift.—Moore & Ellis (London) 1946 Ltd., 87, Scoresby St., London, S.E.1. Tel. 7261. [0982/R]

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ZENITH carburetors.

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GOWER & LEE, Ltd., supply new and replacement G units; parts and service at Central London Depot: Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Tel. Welbeck 6228 (5 lines). [0933/R]

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CARBURETTORS and pressure pumps.

SERVICE tuning repairs.

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H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.3. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will "phone for an appointment. [0955/R]

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ATSON & CO (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Tel. Royal 1080 (10 lines).

OFFICIAL S.U. and Solex agents, large stocks of **private and commercial, new and replacement.**

S.U. and A.C. fuel pumps, prompt postal service.

10103/R

S.U.—Official service depot.—Carburetors and petrol pump reconditioned by return of post; rapid tuning service. Pollards 1122.

MOSS & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R]

ZENITH, Solex, S.U. new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tel. Hill 3434. [0933/R]

COX-ATMOS economist ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0934/R]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., E.17. [0525/R]

S.U. official carburetor agent, tuning by S.U. trained mechanics; car repairs.—Geo. Adams, 28, Rochester Mews, N.W.1. Tel. 4074. [0235]

VOKER Gasmaster for increased mileage; prices of all models, 14/6; easily fitted; trade and retail supplied.—Comerford, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Tel. 2323/4. [0575/R]

FOR 25% additional performance, fit our 5% more powerful, fit Derrington twin 6.5 carburetors unit, in world-wide use, complete with manifolds, linkages and petrol pipe, for Morris Minor at £26, ohv £17.10, Morris Oxford £26, TSO Renault £25—Derrington 159-61 London Rd., Kingston 5621-2. [10171]

OFFICIAL Zenith, Stromberg, Solex and S.U. agents. Largest stock of carburetors and spares, in the North; comprehensive sets for American cars, flexible petrol pipes and air filters; prompt attention to postal enquiries.—Lima St. Garages (L'pool), Ltd., Bolton St., Liverpool, 5. Tel. 3232-33. [0252/R]

CAR CARPETS

WOOL pile and rubber carpets tailored to fit your car.—Jack Barclay Service Works, Lombard Rd., S.W.19. Tel. Liberty 7222. [01062/R]

WOOL pile and rubber-backed carpets, ribbed Har- dure and rubber mats, limo mats, tailored to fit all models, popular colour range; state model, hp. year.

UPHOLSTERY covers, travel rugs, luggage covers and coat straps; prompt delivery, carriage paid.

THE CAR MAT CO., Ltd. (Est. 1920), 16, Cowley Rd., Westbourne Grove, London, W.11. Tel. Bay 5262/5. [01064/R]

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"SILVERNOIL" car covers, new process silver sheeting, 100% waterproof, welded seams, reinforced eyeletting. 9ft x 8ft, 27/6; 12ft x 9ft, 37/6; 15ft x 12ft, 59/-; 18ft x 12ft, 77/6 post 2/-. Heavy cotton duck sheets, ribbed faces, waterproof, untearable, eyeleted. 6ft x 7ft, 6ft x 8ft, 10ft x 12ft, 12ft x 12ft, 140/-; 19ft x 13ft, 150/-; post 2/6. Dust sheets, made from superfine parachute material, complete cover for 8-12hp, 40/-; 14-30hp, 60/-; post free.—H. C. Briggs, 88, Forest Rd., Walthamstow, London, E.17. Tel. Larkwood 0321/R

CHROMIUM PLATING

HEADLAMP reflectors resilvered, 7/6 each, plus h.p. & p. l., each; cash with order; 24-hour service: trade enquiries invited.—Marshall Beresford, 18, Boston Place, Marylebone, N.W.1. Tel. 5995. [0032/R]

CHROMIUM PLATING

REFLECTORS heavily resilvered, lacquered, to our 5-year durability guarantee, £1.50 per unit, service—Tewkesbury Plating Co., Tewkesbury, Glos. [0587]

HEADLAMP reflectors heavily electroplated, 100% silver, mirror finish guaranteed, 5-9 each, returned day received; send P.O.—R. E. Packer, Sion Place, Cilton, Bristol. [1271]

CUT your plating costs on rechroming all car fittings, highest quality finish for over 50 years, keen prices; trade enquiries invited.—T. Smith & Co., Ltd., Estd. 1895, 52, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7214. [0049/R]

CLOTHING, ETC.

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RAYMOND WAY, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 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2180, 2182, 2184, 2186, 2188, 2190, 2192, 2194, 2196, 2198, 2200, 2202, 2204, 2206, 2208, 2210, 2212, 2214, 2216, 2218, 2220, 2222, 2224, 2226, 2228, 2230, 2232, 2234, 2236, 2238, 2240, 2242, 2244, 2246, 2248, 2250, 2252, 2254, 2256, 2258, 2260, 2262, 2264, 2266, 2268, 2270, 2272, 2274, 2276, 2278, 2280, 2282, 2284, 2286, 2288, 2290, 2292, 2294, 2296, 2298, 2300, 2302, 2304, 2306, 2308, 2310, 2312, 2314, 2316, 2318, 2320, 2322, 2324, 2326, 2328, 2330, 2332, 2334, 2336, 2338, 2340, 2342, 2344, 2346, 2348, 2350, 2352, 2354, 2356, 2358, 2360,

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

OF interest to retiring officers or engineers.

PETROL station (3 pumps) and marine engineering business at Old Braham, Sussex, with possession of 3-bedroomed house; enjoys local monopoly; takings £10,000 p.a. and scope for expansion particularly on marine side and for taxi work; for sale freehold. **K NIGHT, FRANK & RUTLEY**, 20, Hanover Sq., W.I. Mayfair 9771. [1383]

GRANGE, Leamington: nice house, good profits; freehold £5,250. 14, Leyborne Park, Kew. [1398]

MESSRS. GLADDING, SON & WINO, chartered surveyors, auctioneers and valuers, 84, Pavilion Building, Brixton Rd. (Tulse Hill), London, S.W.16, the following:—

GLOUCESTER—Main road garage and car sales business; name available; "all at" £2,750, s.a.v.

HERTS. Garage and car sales; newly built premises; excellent house; "all at" £5,000, s.a.v.

ONSET—Garage and filling station with detached garage; "all at" £5,250.

SURREY—Good main road position; garage and filling station, with bungalow; "all at" £6,800, s.a.v.

SUSSEX—Old-established garage with extensive premises; accommodation agency; "all at" £11,500, s.a.v.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. [1M2021A]

PROSPECTOR garage and petrol station for sale, Midland country town, well equipped with plant and 4 electric pumps, audited figures available. —Box 1029. [1993]

SHOWROOM with sliding doors, main road Streatham, approx. 1,000 sq. ft., 2ft frontage; perfect decorative order throughout; excellent offices, low rental; 15/- per year for disposal. —Box 1179. [1C5016]

HAMPSHIRE—Freehold garage and filling station, approaching Southampton, with double living accommodation, 2,000 gallons, heating £1,000, site approx. 115x200ft; price £10,000, large mortgage available. H required. —Box 946. [1957]

ALDRIDGES (Est. 1753). Auctioneers & Estate Agents have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties.

ESSEX, Main A127—Modern Garage and Filling Station, Workshop, Showroom, 4 pumps approx. 1,000 s.p.w.; detached residence, 5 rooms, offices; total site approx. 1/4 acre; freehold £12,500. —Box 1029. [1M1004]

ENQUIRIES invited to Estate Department, Aldridges, 10, New Rd., Tunbridge Wells. [1M1004]

GOY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc. Goy & Richards, Ltd., 38, High St., N.W.3. Tel. Hampstead 8090.

GODDARD & SMITH will be pleased to forward particulars of garages and filling stations in all parts of the British Isles upon receipt of enquiries to Goddard & Smith, 22, King St., St. James's, S.W.1. Tel. 2721 (10 lines). [1029]

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts; details upon application, stating requirements, to 39, Kew Rd., Richmond Surrey. Tel. Ric. 2351-2-3. [1M1047]

DEVON in very busy market town, central position, old-established garage, service, repair, garage and filling station, good agencies, turnover £75,000 p.a., audited accounts, price (including freehold property, piano and machinery, petrol pumps, stock and book debts) £35,000.—Apply Box 1079. [1110]

£4500—Freehold and equipment, bargain, excellent garage and equipment, garage/petrol station, Somersett main road, established quarter century, heating 3 bedrooms, 2 garages, large four-storey, Edwards & Co. The leading West of England Garage Agents, 110, Cheltenham Rd., Bristol. Tel. 26984. [1386]

LARGE freehold modern garage on the outskirts of a sizeable East Midlands town, good pull-in; excellent flat; 7,680 sq. ft. of workshop floor space; 1,660 sq. ft. of storage space; ample executive offices, sales showroom, etc.; extensive car park; 100% collection, certified accounts available; price £27,500 or near offer.—Apply Box 1213. [1467]

OLD-ESTABLISHED family West Midland garage, with Morris car dealer agency of over 30 years, also 5 motor coaches and taxi, 3 pumps, 6 daily bus contracts, modern showroom and workshop, an adjoining modern half acre building residence with freehold main service freehold £10,000. Particulars from J. Slyker, Chadwick & Sons, Auctioneers, Abergavenny. Tel. 24-25. [9903]

Business & Property Wanted
MIDLANDS area—Several filling stations wanted, large or small concerns.—Thomas Raines and Howell, 1, Strand, Agents, 136, Corporation St., Birmingham, Central 61. [1028]

GARAGE with petrol sales 40-50,000 p.a., required in Southern England, capital £5,000, suitable for man and son; quick settlement offered; now living hotel (London).—Please reply Box 1223. [1476]

GARAGES and Filling Stations in London, Home and Southern Counties, well-sited with good petrol sales, required for numerous applicants; parts, please to Aldridges Estate Department, William Rd., N.W.1. Eus. 2352. [1M1004]

ADVERTISERS (old-established firm of repute) require use of ground floor garage space for storage business, etc., about 2-3,000 sq. ft., plus additional 5-6,000 sq. ft. for occasional day or two. London area. —Box 1215. [1469]

EXPANDING group urgently seeking petrol/filling stations, any area in Southern England, or 200 miles north of London; unlimited funds available; principals only please communicate in confidence through Box 1223. [1477]

GARAGE and filling station required, Southern Hants, liv. acc. desired, £40,000, sale assured if suitable; details in confidence to Mr. D. C. O. Spicers, Business Agents, 46, Bellevue Rd., Southampton. 3759. [1427]

MOTOR engineer urgently wants sound garage and petrol station preferably main road Devon, Glos., Somerset, Wiltz; good accommodation essential; cash waiting.—Write M.M., c/o Edwards, 33, Hampstead High St., London, N.W.3. [1389]

Business & Property Wanted

THE continued expansion of Kar Sales' business at Harrow and Egham make larger premises vitally necessary; a reasonable market price will be offered for spacious freehold premises, with or without petrol pumps, but no more than 100 ft. frontage; premises which measure up to these requirements, send full particulars for the attention of the Managing Director, Kar Sales, 50-54, Northolt Rd., South Harrow. [1337]

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc. in the following towns:—Bath, 19/2, or 20/2, or 21/2, or 22/2, or 23/2, or 24/2, or 25/2, or 26/2, or 27/2, or 28/2, or 29/2, or 30/2, or 31/2, or 32/2, or 33/2, or 34/2, or 35/2, or 36/2, or 37/2, or 38/2, or 39/2, or 40/2, or 41/2, or 42/2, or 43/2, or 44/2, or 45/2, or 46/2, or 47/2, or 48/2, or 49/2, or 50/2, or 51/2, or 52/2, or 53/2, or 54/2, or 55/2, or 56/2, or 57/2, or 58/2, or 59/2, or 60/2, or 61/2, or 62/2, or 63/2, or 64/2, or 65/2, or 66/2, or 67/2, or 68/2, or 69/2, or 70/2, or 71/2, or 72/2, or 73/2, or 74/2, or 75/2, or 76/2, or 77/2, or 78/2, or 79/2, or 80/2, or 81/2, or 82/2, or 83/2, or 84/2, or 85/2, or 86/2, or 87/2, or 88/2, or 89/2, or 90/2, or 91/2, or 92/2, or 93/2, or 94/2, or 95/2, or 96/2, or 97/2, or 98/2, or 99/2, or 100/2, or 101/2, or 102/2, or 103/2, or 104/2, or 105/2, or 106/2, or 107/2, or 108/2, or 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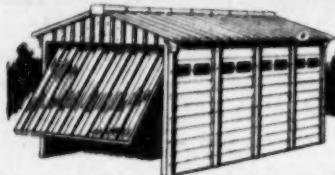


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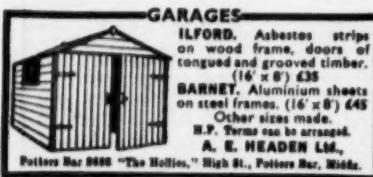
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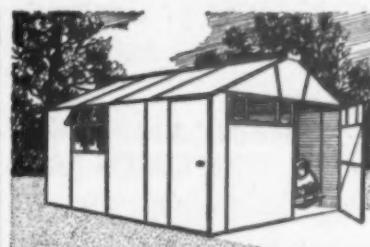
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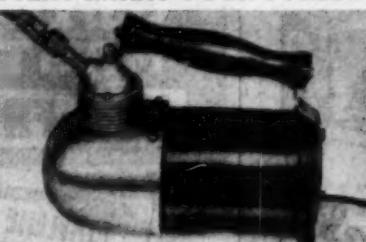
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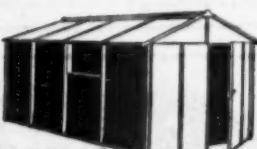
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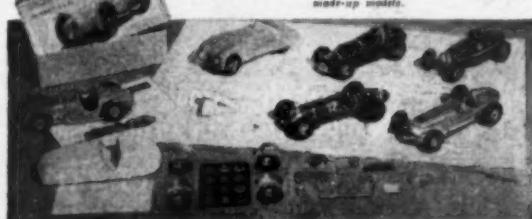
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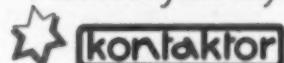
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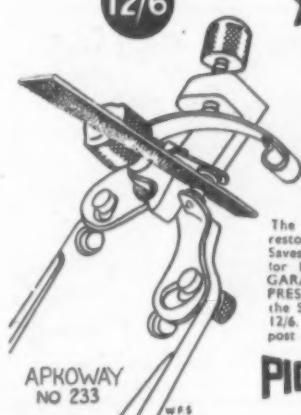
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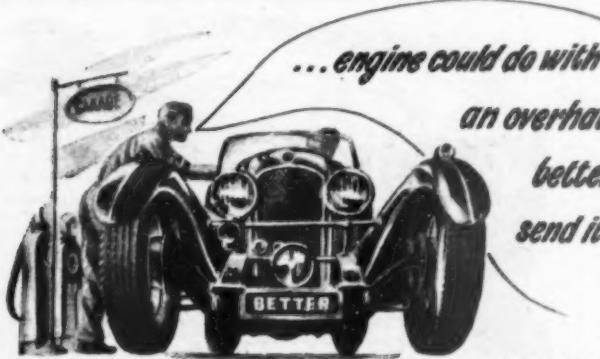
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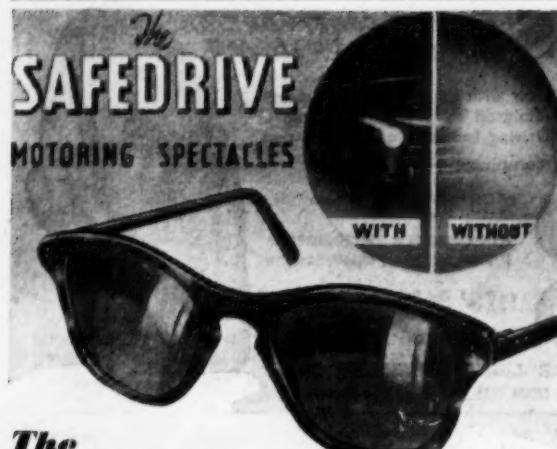
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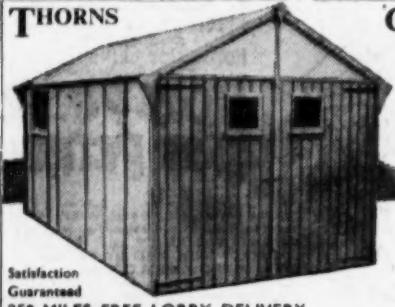
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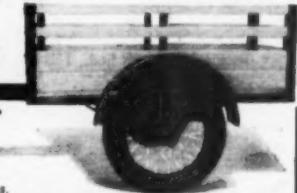
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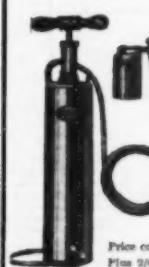
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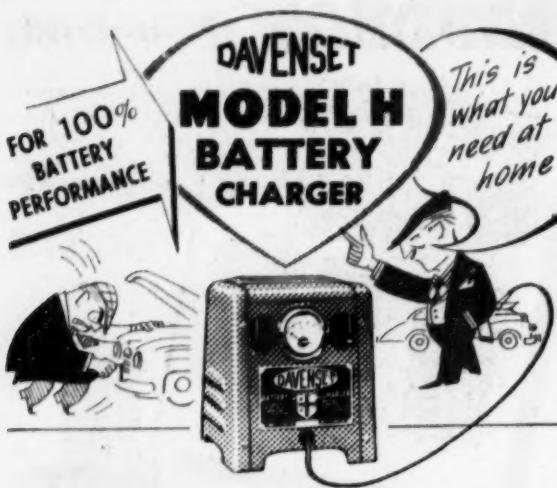
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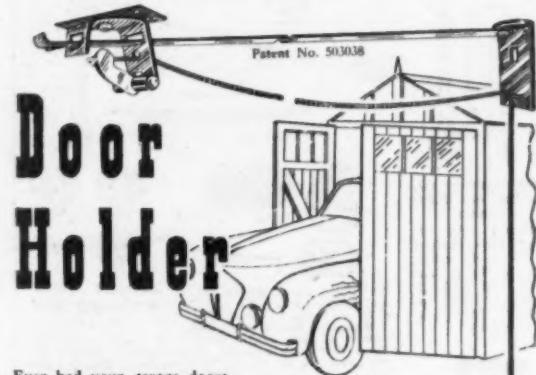
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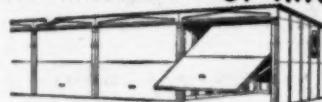
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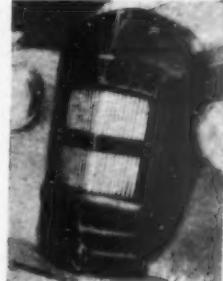
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Car Mart, Ltd.	67, 118	Key Leather Co., Ltd.	18
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Carter, B. & F., & Co., Ltd.	167	Kitchen, D., Ltd.	32, 35
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Coles Boot Co., Ltd.	42	Layton Engineering Co., Ltd.	98
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Conway Car Accessories, Ltd.	62	Loxham Garages, Ltd.	32, 34, 35, 38, 39, Back Cover
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Drayson Motors, Ltd.	112		
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Jubilee

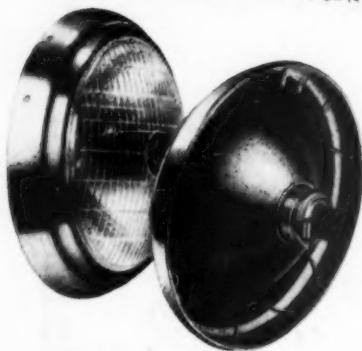


L. ROBINSON & CO. (GILLINGHAM) LTD., London Chambers GILLINGHAM, KENT. PHONE 5282

SEE AND BE SEEN IN SAFETY!

Under the provisions of the Road Transport Lighting (Rear Lights) Bill, it will become obligatory on October 1st 1954 for all vehicles to be fitted with two reflectors. At a certain future date to be announced vehicles must also be fitted with two rear lights.

Your safety and the safety of other road users demands your compliance with these new standards without delay. Lucas approved rear lamps and reflex reflectors are available from garages and service stations everywhere.



HEADLAMP CONVERSION SETS

HEADLAMP CONVERSION SETS

A specially designed chromium plated rim houses the standard F700 Light Unit, which is quickly interchangeable with the existing headlamp rim. For 6 and 12 volt circuits. Prices from 90/- per pair according to type required.

REVERSING LAMPS

Model 494 gives a maximum spread of light. All chromium plated finish. 47/6. **Model 511** has a rounded body with specially fluted lens. Polychromatic Buff with chromium plated rim. 30/-. For 6 and 12 volt circuits.



511



STOP TAIL LIGHTS

Model 525 Stop Tail and number plate illumination Lamp. Completely moulded cover in red Diakon with clear insert for number plate illumination. 22/6.

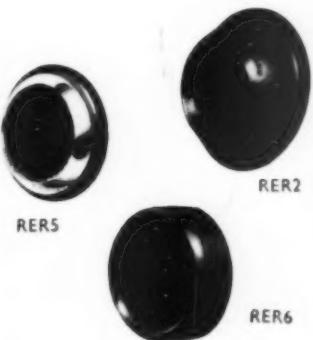
Model 471 Stop Tail Lamp for fitting in pairs, one on each rear mudwing. 19/6 each.

Model 488 Stop Tail Lamp. Compact, flush fitting type, with moulded rubber body. 17/- each.

For 6 and 12 volt circuits.

REFLEX REFLECTORS

Optically moulded in red Diakon which is impervious to petrol and oil, etc., reflex is set in a moulded rubber base. Models to suit all fitting requirements. All reflectors have single screw fixing. **RER2** 4/6 per pair. **RER5** 7/- per pair. **RER6** 4/6 per pair.



RER5

RER6

RER2

LUCAS
"SAFE LIGHTING"
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MOTOR SHOW, EARLS COURT. SEE STAND No. 251